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— THE WORLD'S NEWS IN PICTURES

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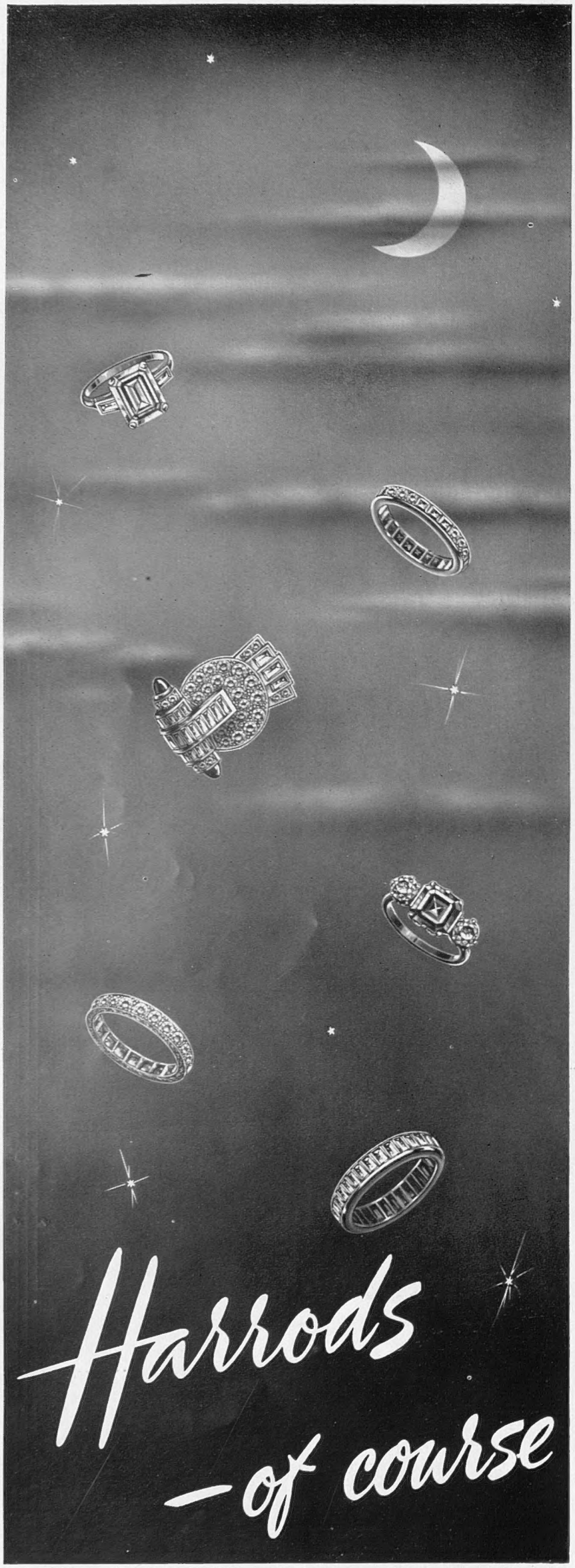

A galaxy of brilliant rings—solitaire aquamarine, diamond and ruby cocktail ring, emerald and diamond triple cluster and three eternity rings—gathered from the Jewellery Department at Harrods of Knightsbridge.

I really must fly

metropolitan

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Φ9

'It is a far, far better thing.'

What is ?

I can't remember how it goes on.

Nor can I.

It always makes me think of SEAGERS.

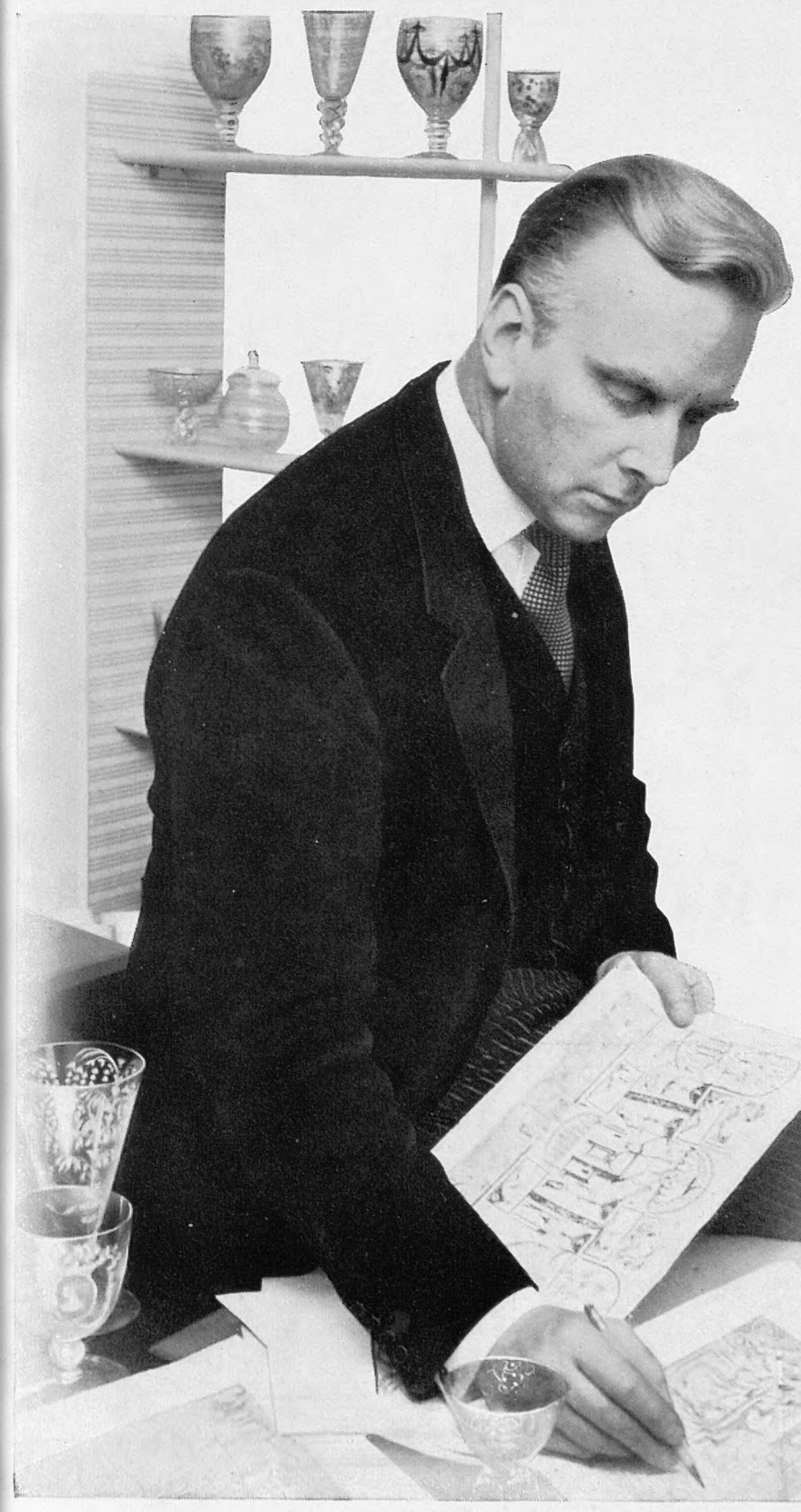
Mmm . . . *was* it SEAGERS ?

No. Still, talking of SEAGERS . . .

Yes, let's have another.

Seager Evans & Co. Limited
The Distillery, London SE8

Six foot three. Six centuries old and more,
if you follow the family back . . .
though there's no need.
For here is a very English
tall Englishman of today,
with Norman-French far distant,
and artistry close to hand.
Knows a lot about glass.
***And* what goes into glass. Try him . . .**



Good day to you, Henry. Busy?

On this busy afternoon? The answer is yes . . .
also that I can think of nothing nicer than
a Martini. You'll join me?

Yes again—and choose my own glass as well!
The third on the left, over there . . . with the
white and gold tracery. Do you do
these yourself? They're most beautiful.

I design them . . . organise them . . . market them . . .
The sheer skill comes from my craftsmen.
Now, to match the size and the shape of the
one in your hand I'd suggest . . .
let me see . . . Martini, straight, dry, cool!

Just by itself? That's thought reading.

It's a trend. Continental, no doubt. But it's
growing here, and I met it a lot in America.
"Dry Martini for you?" they'd say,
"...or a real Martini Dry, Lord Audley?"

Better drink

MARTINI

Sweet or Dry

SN 25

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for those who like CONTINENTAL coffee

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CONTINENTAL ROAST

Volume CCXXVII No. 2949 The SPHERE, London, October 6, 1956

The SPHERE

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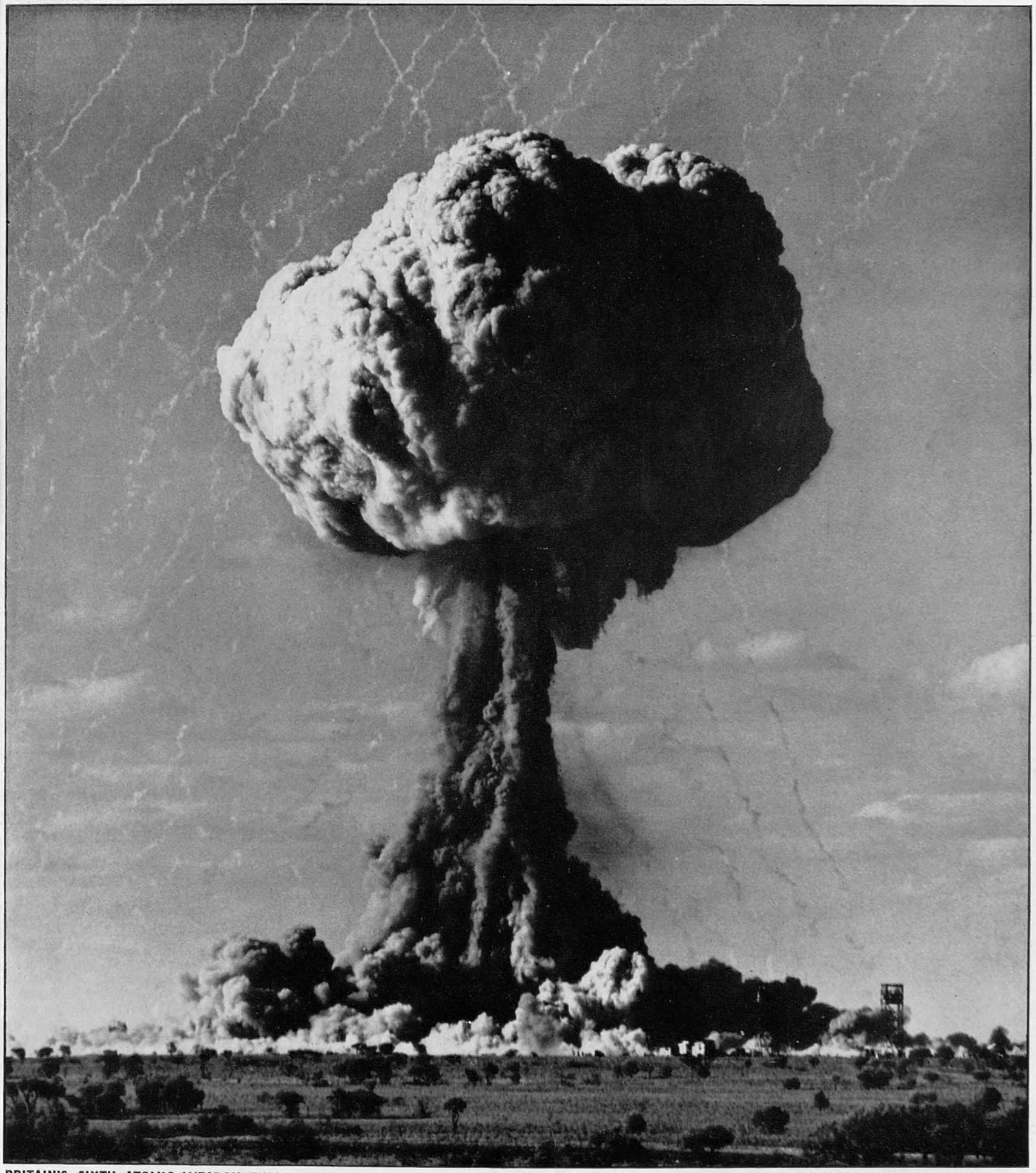

BRITAIN'S SIXTH ATOMIC WEAPON EXPLODED—THE MUSHROOM-SHAPED CLOUD RISES FROM THE TESTING-GROUND AT MARALINGA, IN SOUTH AUSTRALIA: The criss-cross marks in the sky are caused by tracer rockets which were fired to measure the nuclear blast. On the ground can be seen test towers and huts built to test blast reactions. The explosion left a scar about half a mile in diameter, in which steel structures were flattened, and for a mile in diameter trees and bushes disappeared.

Sir William Penney and his team waited for sixteen days for the right weather before setting off the atomic device at Maralinga. It was not a nuclear weapon of the greatest magnitude, having about the same power as that exploded over Hiroshima in 1945. The test had a number of objects. The projectile was constructed of materials which should reduce the cost of such weapons. It was hoped that it would provide new information about the best way of dropping nuclear bombs from the air. And, of course, its results are being carefully studied with regard to military and civil defence. Some 1,500 scientists, Servicemen, journalists and observers gathered to watch. The main party was stationed seven miles away. But 250 Servicemen were a mile nearer. Their role was to move forward later, so that investigation could be made into their exposed protective equipment. The explosion appears to have followed the familiar pattern of a mushroom-shaped cloud, leaving a wide area over which devastation was decreasingly "total" from the point of the flash. It was Britain's sixth atomic weapon to be exploded and the first in a new series to be set off.

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The SPHERE with which is incorporated THE GRAPHIC

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FROM "THE SPHERE" OF 50 YEARS AGO

AN UNEXPECTED INCIDENT DURING KING EDWARD'S VISIT TO ABERDEEN: The King presents the Albert Medal to twenty-eight-year-old Robert Munro, a labourer who lost his leg in a desperate attempt to save the life of a fellow-workman on the railway. The presentation, described as "a very moving scene," was unexpected. Robert Munro was brought forward, the story of his deed read out, and at its conclusion the King pinned the medal on Munro's coat and put something into his hand.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

A London Newslette

195-198, STRAND, W.C.2.

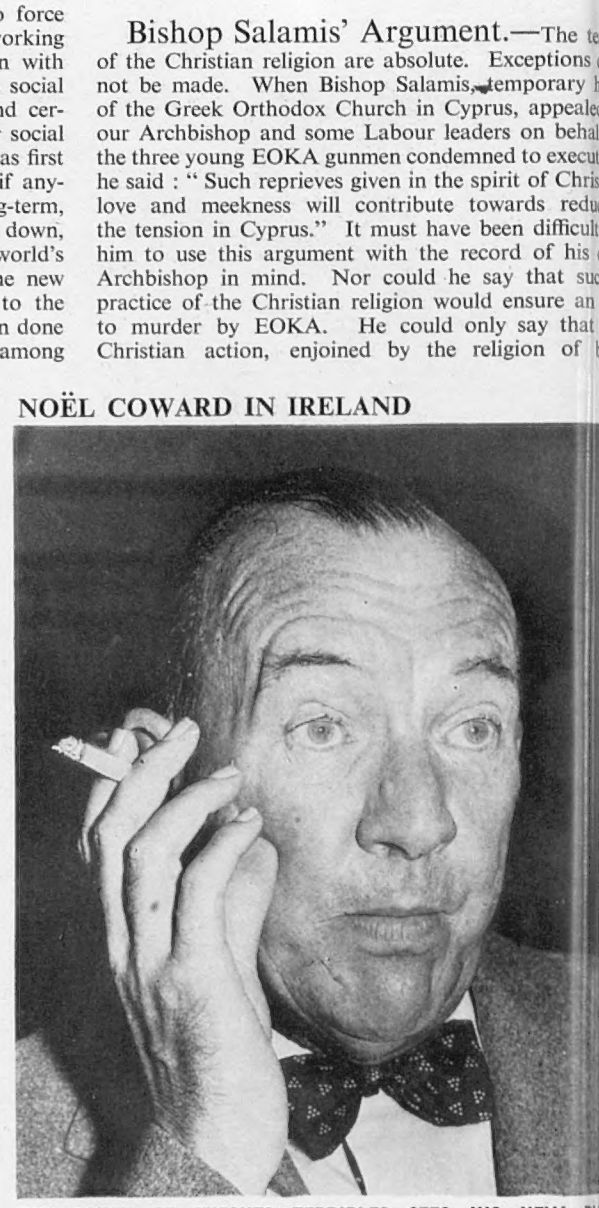
Co-operative Association.—The second Suez conference of the Canal-user nations ended with the need for clarification no less than when the idea was first promulgated. It was expected that nearly all the eighteen Powers would join the new Canal Users' Association at its inaugural meeting last Monday as a result of the declaration by France and Britain to put a case for submission to the Security Council. It is understood that Mr. Dulles had favoured deferring submission until the Association was in final shape. The Association has now certainly no intention to take such action as might, through resistance by Egypt, lead to the use of force. If that were so, its membership would be more select than it is. But apparently it is now no part of its objective to force or hasten the issue with Nasser. Some call it a working party designed to find new ways of negotiation with Nasser. A few pessimists have described it as a social club whose members are interested in ships, and certainly to-day it seems as innocuous as any other social club. What its objects might be when the plan was first announced was anybody's guess. But I doubt if anybody guessed right. Perhaps its objects are long-term, to supply a long-felt want when tempers simmer down, to study and make recommendations about the world's waterways and traffic routes. If that be so, the new Co-op. will be far from providing a solution to the present crisis, for it can do no more than has been done in registering a protest and marshalling opinion among law-abiding nations. When it was taken off the secret list, this new weapon certainly carried the suggestion that (if not a mere delaying action or a bluff) it had some power in its war-head. But Mr. Dulles and some others have removed the explosives and the Suez issue will drag on unless and until the logistics of economics induce Nasser to see common sense in compromise.

Liberals on Suez.—How difficult it is to be a Liberal; how difficult to make Liberalism appear a united front. Some Liberal fans say that Lord Russell of Liverpool struck a splendid blow for a revived Liberal Party when he declared that the Liberals he spoke for backed and had backed the Premier's faultless handling of the Suez crisis from the start to the present phase. But other Liberals are equally clear that he has split the Party and damaged the cause of Radicalism which has no truck with "gunboat Toryism." These last argued that what is morally wrong can never be politically right. That seems to me exactly what the Premier thought. There was very general agreement that Nasser was morally wrong and can hardly be politically right. But, of course, Suez is a special case, an isolated historical incident, to the solution of which history is no guide, furnishing no parallels. For this incident fell in a vacuum between the death of the old and the effective birth of a new diplomacy. The Premier may have begun his faultless handling of the crisis just before the vacuum set in. At this moment, he is caught in the vacuum and any charge of gun-boating by radical Liberals is a very slender rod with which to flay him. On the whole, perhaps, the Liberal Party would have been wiser to creep silently through the fogs and mists of this Canal, like most of us are doing, instead of putting up rival groups of pilots, armed with fog-horns.

When We Learn the Truth.—The secret history of our political crises is written years after the events. We are just now enjoying the secret history of Chamberlain's negotiations with the rising Hitler. By 1970 perhaps we shall learn the truth of Sir Anthony's handling of the Nasser coup and the Suez crisis. There never has been, I aver, a political crisis conducted in so dense a fog. If one fact seemed clear two months ago, it was that Sir Anthony realised that time would be on Nasser's side and that this issue must be resisted at once by every means; a show of force, if necessary a big bluff, and certainly the instant marshalling of the nations which still stood for international law and world order. In this decision (exactly comparable with America's decision in Korea) he was strongly supported by France. We never doubted he was right to assemble such forces as he could dispose close to the seat of trouble. We considered he was perfectly justified in explaining these troop movements as "precautions" to safeguard our nationals and interests. But we did not regard them as a mere gesture or bluff. Nor, I think, when the truth is known, shall we find that he did. *We knew what he meant.* What has happened? With the exception of France, his supporters one by one have sheered away, and have forced him to sheer away, from the answer to Nasser's aggression which he believed right two months ago (the "Korean" answer which the Americans believed right and which proved right). He had before him two months ago (as the Americans in the Korean business) the lesson of vacillation its awful consequences when Hitler bagged the Rh land. And now what? He has sacrificed the time fac He has had to confess to bluff. The Security Cou may spend valuable days on procedural discussions at the end can do no more than deliver pious platitu And the Canal Users' Association will form a wor party to look for work. It is not strong diplom action but £ s. d. which will solve the problem, be solved. I can only express my belief that when secret history is revealed in 1970 or so, we shall that the policy and intentions of Sir Anthony in J August 1956 were very different from the actions fo on him at the end of September 1956.

Bishop Salamis' Argument.—The te of the Christian religion are absolute. Exceptions not be made. When Bishop Salamis, temporary h of the Greek Orthodox Church in Cyprus, appealed our Archbishop and some Labour leaders on behalf the three young EOKA gunmen condemned to execut he said: "Such reprieves given in the spirit of Chris love and meekness will contribute towards redu the tension in Cyprus." It must have been difficult him to use this argument with the record of his Archbishop in mind. Nor could he say that suc practice of the Christian religion would ensure an to murder by EOKA. He could only say that Christian action, enjoined by the religion of Archbishops, might help to reduce tension. Yet to for your enemy is an absolute duty of every Christian it was difficult for Bishop Salamis, it was as diffi for Sir John Harding. The full severity of the law certainly not hitherto reduced tension, let alone mu and the breach of essential orders to prevent mur To call such breaches and murders "political offenc so as to place them in a more favourable category crimes done for personal gain, has often been tried the case of political assassins, and perhaps when victim was a tyrant, it has won support. But if crimes committed by EOKA in Cyprus were politi the victims can hardly be described as tyrants. the most part they have been innocent young pe doing their duty. Certainly there are occasions w Christian love and forgiveness appear a more absol and simple duty between man and man than betw nation and nation or groups of individuals. Ca Collins' sermon in St. Paul's on this same theme seem to underline the difficulties of its application to EOKA terrorists. Like the Mau Mau, they have regar gestures of forgiveness as proofs of vacillation and ta encouragement accordingly.

NOËL COWARD IN IRELAND



THE DOYEN OF ENFANTS TERRIBLES SEES HIS NEW PL Mr. Noël Coward's comedy, *Nude With Violin*, had its prem at the Olympia Theatre, Dublin, on Monday, of last week. due at the Globe Theatre, London, on November 7. author, who is now domiciled in the West Indies, saw play in Dublin but is not expected to come to Lon

Oxford Traffic Solution?—It is y and years since first Oxford's urgent problem diverting the traffic up the High and through Ca bottleneck came up for solution. In those long y Oxford's many interests have been bitterly split

Ministers responsible for a decision have grown greyer and worn. So have some of the colleges in the High Street. Now the Minister of Housing has reached agreement with the responsible traffic Minister and announced his decision that the Christ Church Meadow plan, as modified, is the only practical solution. A new road shall run immediately south of the Broad Walk, crossing the "stripling Thames" or Cherwell short of Magdalen Bridge. Through the Meadow it will go, cross St. Aldate's, turn north through St. Ebbe's, and enter an enlarged New Inn Hall Street to turn into St. Giles'. The plan is not yet a final order. The tumult and the shouting are already rising again, but I fancy it 's all over bar the shouting. There *is* no other way, hateful as it is to disturb the Meadow's peace south of the Broad Walk. But what would you ? A majority benefits by the new road, if Magdalen Bridge is to be closed to through traffic and the High is to be relieved of the earth-shaking evil to Magdalen, University, All Souls, Brasenose and Queen's. The new road will certainly affect St. Hilda's and outrage Christ Church and Merton. In the long controversy, one must judge, the general good has not been preferred always to the sectional good. Approval of Mr. Sandys' decision comes from the High Street colleges. Professor Goodhart, of University, is warm in praise. The Warden of Wadham points out that the best solution lay in *Solvitur ambulando*. The outer ring-roads, once completed, could have solved the High problem. Other critics point out that seven-eighths of all the traffic which now congests the High in any case has business in the City Centre and that lovely St. Giles' will become a seething block of parked and turning vehicles. Certainly the Angel with a flaming sword on Magdalen Bridge will have a hard task to judge if this or that vehicle has a right to pass over for "legitimate business in the High," and I suppose the tourists and sightseers will still throng the High. Well, there it is. I was nurtured in the unaffected Broad, and so I broadly support the relief of the High for the general good of the University. I side with Dr. Thomas Sharp. Perhaps he will now make a plan for Eton High Street and persuade the Minister to adopt it. Certainly the Oxford problem will never be solved but by a dictatorial decision by the Minister.

"Fed Up With the —— Set."—We take our fashions from America. We have done so since Edward VII reigned. And more often than not, I have regretted it. Few of these fashions have been new. They have been mere revivals of outworn fashions, intensified. Read Mrs. Trollope on those Americans way back in Victorian times, when we were less enslaved to the American way of life. And now the American radio, hard-pressed to keep its shrinking audiences, has revived the old treasure hunts, which our new penny Press stunted when I was a boy at Oxford. New York journals brand the stunt as a public nuisance, just as *The Times* did when I was a boy. Money or tokens are hidden anywhere and everywhere indoors and out, and crowds of seekers block the parks and enter dwellings and offices. Be sure the fashion will come over here, to add to our traffic problems. The public's right to, and need of constant change of fare in its circus services, no less than a dwindling interest in sound broadcasting, will insure this re-importation. One day we shall all grow up again and be our age; we shall grow surfeited with fun and games and constant distraction, and perhaps, like the tiler of Clapham, we shall become "fed up with our —— sets" and throw them through the windows of the suppliers. And that will be cheap at a 1s. fine and costs of repair of plate-glass.

The Lost Legion of Farthings?—What can you buy with a farthing ? In the good old days it could buy some comforts for young and old. A farthing dip brought light to humble homes; and for the same coin one could take away sweets in a bag, and, I suppose, a flat-iron of sorts: 700,000,000 farthings have been coined since 1860, when they were first minted, coined and used and exchanged; and when new, they had the delightful simulacrum of half-sovereigns and were sometimes passed as such on foggy nights. Coins have a long life and it is not inferiority of metal that has brought it about that of these 700,000,000 little coins only 235,000,000 are still known by the Mint to exist in currency. Where are the 465,000,000 missing farthings ? One or two are in my stud-box. Some are under the potato patches of England. Some on watch-chains and necklaces. I have heard of modern traders throwing a handful on to the shop floor. The coin to-day may be worth nothing, but it is still a coin, and I can't see many owners throwing it or a shovelful into a dustbin. It was too trivial a coin in purchasing power for burial in a cache when Hitler was thinking of landing here. I doubt whether remote Posterity will ever dig up a potful of farthings from a once bombed site. So where the devil are those 465,000,000 lost farthings ? Perhaps there is some avid collector whose cabinet has reached the million mark. If so be, the collection is worth about £1,000. But I believe Mr. Collector Blood-sucker will look coldly on the coin collector who offers his supertax contribution in 1,000,000 farthings.

THE OLD STAGER

A 500-FT. B.B.C. MAST FALLS TO THE GROUND IN HERTFORDSHIRE

DISASTER AT BROOKMANS PARK: This is the bottom half of the 500-ft. steel mast which collapsed last week while workmen were putting up new supporting cables. The men ran to safety as the mast collapsed in two sections. It was used to transmit the B.B.C. Home Service to London, the Home Counties and South-East England. The B.B.C.'s Home Service continued uninterrupted, as a reserve aerial was in use at the time of the accident.

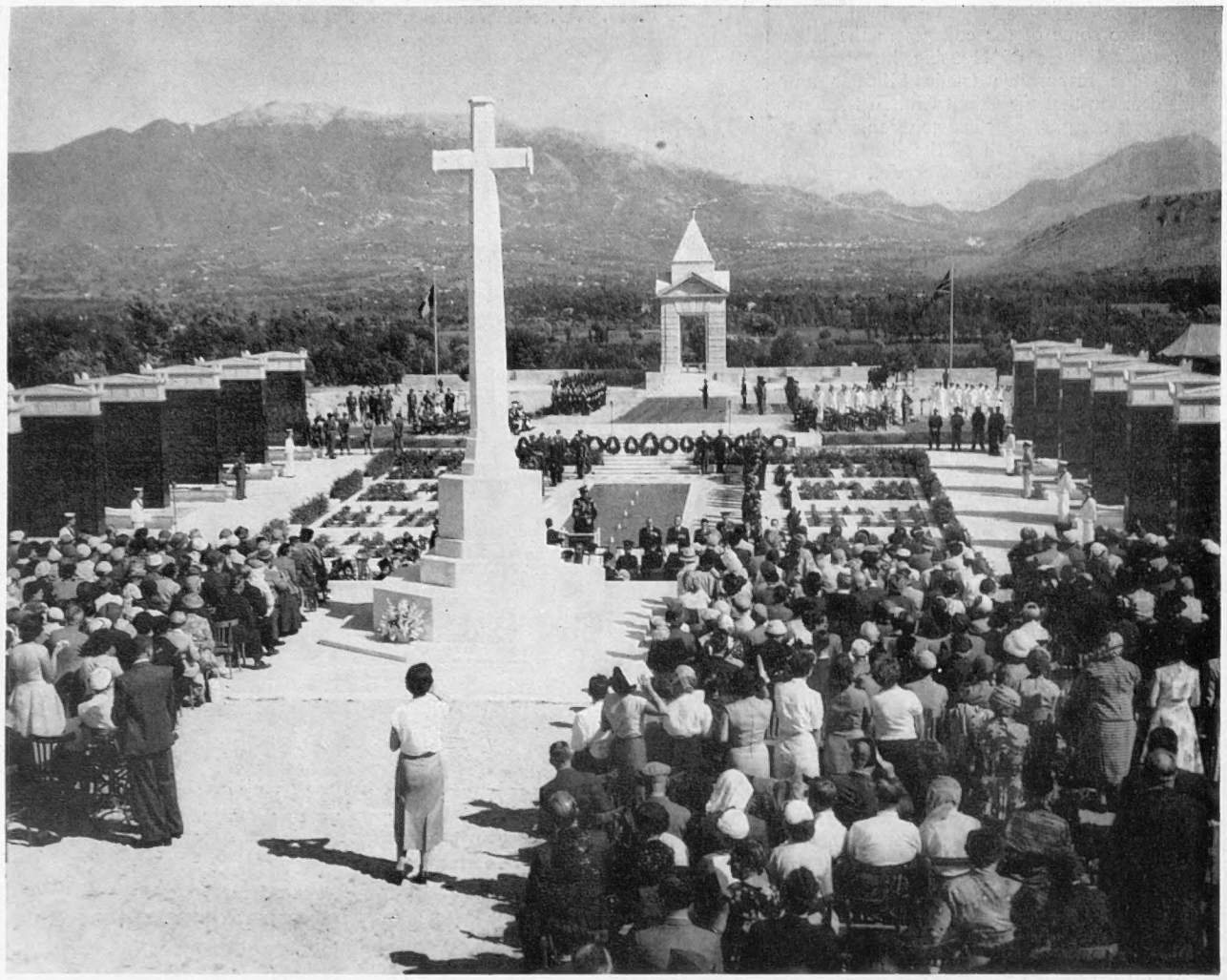
FIRE BREAKS OUT AT A THAMES-SIDE REFINERY NEAR TILBURY

THICK BLACK SMOKE BELCHES FROM A BLAZING OIL STORAGE TANK AT THE SHELL HAVEN REFINERY, IN ESSEX: Firemen from several stations in Essex and London are seen fighting the blaze, which broke out after an explosion inside the tank, during lunchtime. It was finally brought under control in the late afternoon. The smoke pall could be seen for many miles on both sides of the river, and at one time flames were 30-ft. high. The tank, which is in a group of thirteen, contained 2,000 tons of heavy oil—equivalent to 600,000 gallons. Firemen, wearing masks and protective clothing, played their hoses on the adjacent tanks to prevent the fire from spreading.

CASSINO'S MEMORIAL UNVEILED

Earl Alexander Performs the Ceremony in the Presence of Relatives of the Fallen

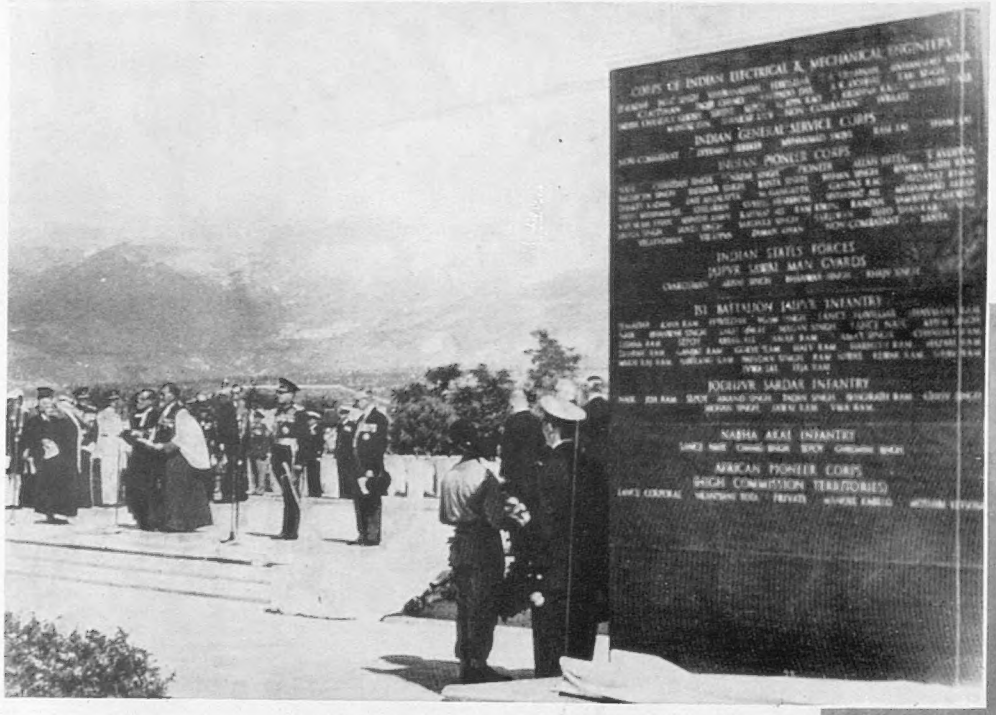
Field-Marshal Earl Alexander of Tunis, who was Commander-in-Chief of the Allied Forces in Italy during the war, went back to Cassino last Sunday to unveil the memorial to the men of the British Commonwealth and Empire who died during the fighting in Italy and and Sicily. Service chaplains of all denominations and representatives of the Commonwealth and of Italy took part in the service, which was attended by relatives of the men who were being commemorated. As Lord Alexander performed the actual unveiling, pipers of the 1st Battalion, The Border Regiment played the lament " Lochaber No More." The memorial, situated in the hills below Monte Cassino, which is now arising anew after being destroyed in the severe fighting, has been built by the Imperial War Graves Commission. It takes the form of a garden with fountains, surrounded by rectangular columns of black marble on which are inscribed the names of 4,068 officers and men who have no known grave. Close by are the graves of another 4,268 men who lie buried beneath individual headstones. It is the 21st memorial of the Second World War to be erected by the Commission. Further pictures of Cassino are on page 38.



COMMEMORATING THE MEN OF THE COMMONWEALTH ARMIES WHO DIED DURING THE FIGHTING IN THE WAR IN ITALY AND SICILY: A general view of the memorial garden in the Cassino War Cemetery, where the memorial to Commonwealth soldiers was unveiled last Sunday by Field-Marshal Earl Alexander of Tunis. In the foreground are relations of the men commemorated by the memorial. They were flown out to Italy for the service by the British Legion.

On left—

A MEMORIAL PLAQUE: It and others commemorate the 4,068 officers and men who died during the fighting in Sicily and Italy and have no known grave. Near by are graves of others who died in the fighting.



EARL ALEXANDER MEETS OFFICIALS AT THE CEREMONY: He is shaking hands with James Woodford, R.A., the sculptor for the memorial. The designer of the memorial for the Imperial War Graves Commission was Louis de Soissons.

On right—

WREATHS FOR THE MEMORIAL: They are being carried into the war cemetery by soldiers, sailors and airmen of the British Commonwealth. The first wreath at the unveiling ceremony was laid by Earl Alexander.

THE WRECKAGE OF THE VULCAN STREWN ROUND THE RUNWAY: The pictures on this page show the charred and twisted wreckage of the Vulcan bomber after it had crashed in flames at London Airport last Monday. Of six on board, four were killed. The survivors were Air Marshal Sir Harry Broadhurst, C.-in-C., Bomber Command, and Squadron Leader D. R. Howard, the captain. They escaped by their ejection seats from the cockpit, the wreckage of which is seen in the picture on the left. The giant delta-wing aircraft was returning from Australia after its first overseas mission.

VULCAN DISASTER

Four are Killed When a V-Bomber Crashes at London Airport

Last Monday morning a considerable crowd had gathered at London Airport to welcome home an Avro Vulcan jet-bomber at the end of its 26,000-mile tour of Australia and New Zealand. Aboard this bomber, which is one of Britain's latest types for nuclear warfare, were Sir Harry Broadhurst, Chief of Bomber Command, and five others. Visibility was bad as the aircraft came in to land. Two loud bangs were heard, two parachutes were seen floating in the air, and then the aircraft crashed and burst into flames. Sir Harry Broadhurst and the captain were the two who escaped. It is believed that the bomber made a first touch-down short of the runway and in attempting to climb got out of control. But the disaster occurred in a matter of seconds and its full causes cannot be known until the Air Council has concluded its Court of Inquiry.

On left—

A CENTURION TANK NAVIGATES A WATER PIT: The superstructure is protected by a large oblong screen which rises on hydraulic pistons. In deep water it is propelled by a propeller screw. The tank was taking part in the demonstration of British military vehicles at the Ministry of Supply's Fighting Vehicles Research and Development Establishment at Chertsey, Surrey.

TESTING MILITARY VEHICLES

A Demonstration at Chertsey

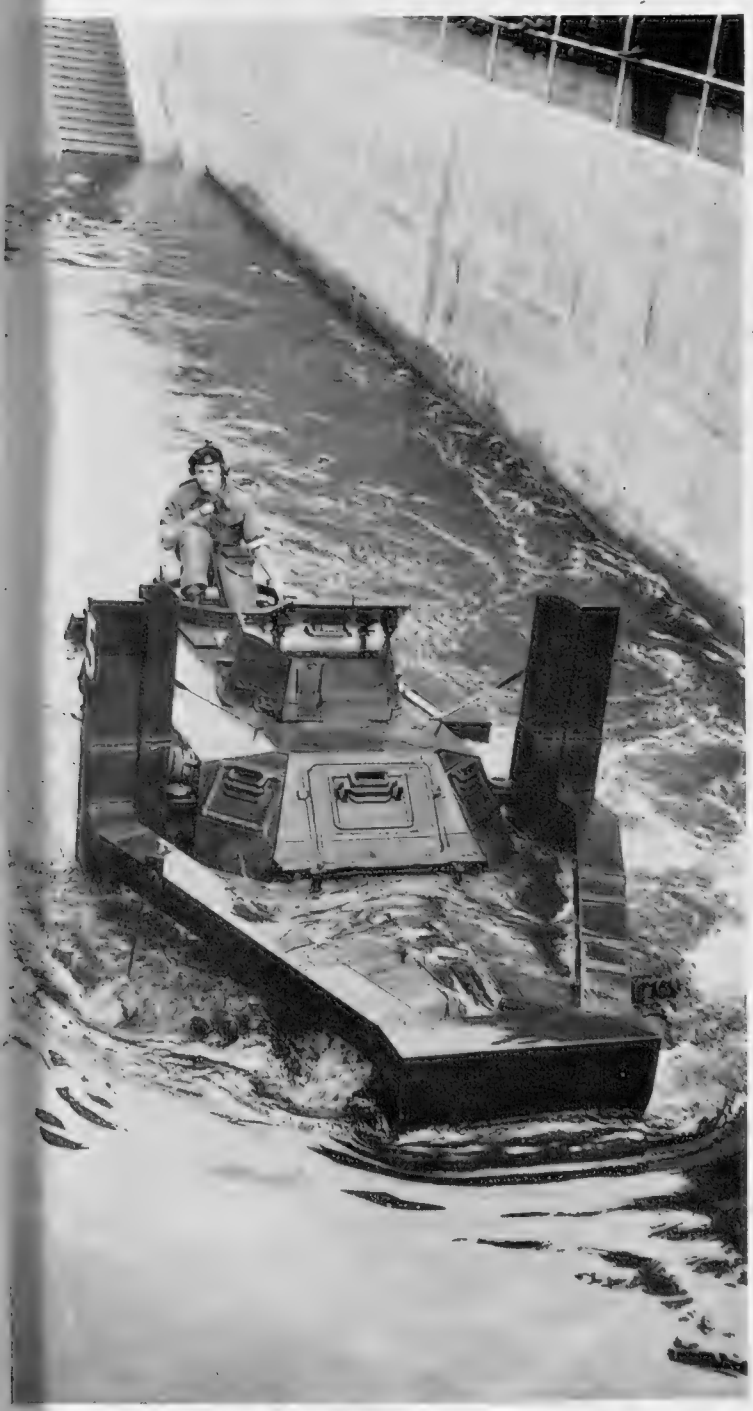
At Chertsey, in Surrey, last week 2,000 military and commercial representatives from many countries throughout the world attended a display of transport vehicles and equipment which have been designed for the British Armed Forces. Organised by the Ministry of Supply in collaboration with the Society of Motor Manufacturers and Traders, the exhibition at the Ministry's Research and Development Establishment was divided into several sections. In one part of the establishment there was a static display, in another corner an engineering exhibition, and, close by, a collection of armoured tracked vehicles.

As one of the prime motives for the show was the promoting of export sales, much attention was focused on the displays on the test circuit and through the wading pit. Many vehicles which are also capable of strenuous civilian duties took part in these demonstrations, and the ability of British-manufactured military vehicles to pass through deep water must have impressed all who saw the display. In addition to built-in waterproofing, some vehicles were fitted with covers to protect the superstructure. Some were guided and driven by men in frogmen's clothing.

On right—

DEMONSTRATING ITS PROOFING AGAINST WATER: A 1-ton-load carrier, with built-in waterproofing, is guided through the water pit by an assistant wearing frogmen's clothing. The periscope-like pipe on the offside provides air and exhaust for the engine.

EMERGING FROM THE WATER: A tracked infantry carrier with its upper part protected by a special covering leaves the water testing tank during the demonstration at Chertsey, which was attended by 2,000 military and commercial representatives from many foreign countries.



A PARTLY-SUBMERGED CARRIER: It is sealed for wading. The vehicle is a carrier for personnel in armoured and armoured car regiments and in divisional engineer units. It is capable of conversion to a load carrier.

A 5-CWT. LOAD CARRIER: A frogman swims after the vehicle as it breaks surface in the pit. At one time only the air-intake pipe was visible. The vehicle, with built-in waterproofing, has a high cross-country performance. The all-metal body is of pressed steel construction and acts as a stress member for increasing the rigidity of the chassis frame.

HIGH AND DRY: A soldier, shielded from the water, stands in the turret of a Ferret Mk. 2 Reconnaissance Scout car as he directs the vehicle through the pit. The hull and turret of welded armour-plate are sealed for wading to a depth of 3 ft. It has a crew of two.

A BANQUET IN PORT LOUIS: Princess Margaret, wearing a pale gold ball dress of silk organza, is accompanied by Sir Robert Scott, Governor of Mauritius, as she arrives at Government House to attend a banquet on her first day on the island. Earlier, she had disembarked from the Royal yacht *Britannia* and received a tumultuous welcome as she set out on her tour of the island. In reply to a speech of welcome the Princess said that she intended to see as much as possible of the island.

MAURITIUS WELCOMES PRINCESS MARGARET

Enthusiastic Crowds Greet the Princess on her Visit to Port Louis

THE CROWDS ROAR THEIR WELCOME: It was estimated that about 100,000 people had assembled in Port Louis to welcome the Princess. On some occasions her car was surrounded and brought to a halt. *On left*—The Princess receives a bouquet after landing from the *Britannia*. One of her first acts was to lay the foundation-stone of the Royal College School at Cassis.

A NEW HIGHWAY HELPS RELIEVE TRAFFIC CONGESTION NEAR NEW YORK: This view of Jersey City looks towards the Hudson River, which is in the background. New York lies on the far bank. In the centre is the new multi-lane highway connecting the Jersey City end of the Holland Tunnel with Newark airport more than eight miles away. In the right foreground, the new road runs away towards Newark. The Holland Tunnel runs beneath the Hudson River between New Jersey and New York.

New York's New Road

Traffic Between New York City and Jersey City now Flows More Easily

In the United States, the construction of over eight miles of multi-lane highway across what is partly a heavily built-up area is a comparatively minor project. Its scope is negligible when compared with the many great road-making achievements designed to cope with modern traffic conditions which are the order of the day on the far side of the Atlantic, and contrasts sadly with our own shortcomings in this respect. This new highway near New York, which was opened recently, has been built to connect the Jersey City end of the Holland Tunnel with the New Jersey Turnpike junction at Newark airport, 8·2 miles away. Heavy traffic has caused much congestion at the Jersey City entrance of the tunnel, and the road is intended to relieve this. The tunnel is a vital artery, carrying traffic beneath the Hudson River between New York City and New Jersey. The road, which avoids railway lines and other obstructions with the use of flyovers, has several lanes for different streams of traffic, and crosses the Hackensack and Passaic Rivers en route.

SHERPA TRADERS DRIVE A HARD BARGAIN IN A SINGAPORE ST
Squatting on the pavement beside a street dealer in jewels, hillmen pick intently through his stock-in-trade. Every year Sing is invaded by these hillmen from the distant Himalayas, wh been itinerant traders in jewels and native medicines for generations, travelling thousands of miles from their home v Nowadays they cover most of the distances by air, though th walk hundreds of miles between towns in order to save ex

TYCOONS OF THE EAST

Wild-looking Sherpa Hillmen Combine Medieval and Modern Business Methods when they go Trading in the East Indies

THE armed guards in Singapore's banks are not easily alarmed by the appearance of their employer's clients, even in a city which attracts such a cosmopolitan and picturesque crowd. They are usually unconcerned when the most doubtful characters swagger in through the doors, for they are accustomed to almost anything. But the appearance of a party of Sherpa traders from the distant Himalayas might well make them nervous. This fierce, piratical-looking crew, dressed in a weird and vivid assortment of out-of-the-way clothing, enormous knives in their waistbands, come not to pillage the bank, but to push great fistfuls of banknotes across the deposits counter to the shrinking clerks.

These hillmen have been coming down from the mountains of West Bengal and Nepal for many generations. Fifty years ago they brought with them medicines compounded from the bones, claws and fat of the tiger, and, most potent of all, the dried tails of the beast. These sold like hot cakes to the people of the East Indies, who regard medicines made up from parts of the tiger as sovereign cure-alls. Even then, this very lucrative trade was a sideline to traffic in gems—precious and semi-precious stones such as rubies, sapphires, turquoise and jade. Setting out from their hill villages, the Sherpas walked hundreds of miles down through Northern Bengal into Assam and Upper Burma, and thence into Siam and Lower Burma. When they had bought and sold their wares at a handsome profit, they would return home by the same long and devious road, spend a month or two with their families, and then set out once more on their trading ventures.

Nowadays, these medieval travelling salesmen cover even greater distances by air. They travel in parties, each "working" a particular territory. One group concentrates on Penang, the Federation of Malaya, Singapore and Borneo. These tough little men walk for seven days to the nearest airport, fly to Calcutta, and thence to Penang. From Malaya they go on to Borneo, returning by air to India. The great expense of flying is offset by their habit of walking hundreds of miles between towns and sleeping "rough" in the open. They do not fear thieves, for their long knives are a very effective safeguard. They claim that many attempts have been made to rob them, but none has succeeded. Presumably, the number of thieves in existence has decreased proportionately.

The sums the Sherpas send home through the banks—sometimes many hundreds of pounds at a time—show how profitable their business is. They say that although their compatriot Sherpa Tensing has all the fame, he is not so well off as they are. The hillman's appearance belies his wealth, for he looks like a picturesque tramp. The normal garb consists of tight-fitting trousers, open shirt, and a dilapidated coat caught in at the waist, but there are infinite variations accord individual tastes. Some wear jewelled ear-rings, battered felt hats. Above weather-beaten, cheerfu their long black hair is full of ribbons and tw braids around their heads. They carry their gem lessly in leather pouches, relying on their for knives for protection. They are constantly on against possible robbers, and it is dangerous t against one in a crowd. He is liable to draw h and use it instinctively without asking question Sherpas are illiterate, and "sign" cash drafts wi thumb-prints.

They stand out as obvious "foreigners" Singapore, and can often be seen huddled in gr half a dozen or so around tables in cheap rest discussing the day's trade and to-morrow's prospe glasses of beer, their favourite drink.

HILLMEN IN A STRANGE CITY: A party of Sherpa traders sets out for a day's business. Each carries a pack on his back containing all his belongings. In the belt of the young man on the right can be seen his sheathed dagger.

OFF DUTY, BUT WARY: The drooping moustac long hair characterise the Sherpa. An ex looking watch confounds his air of

HERPAS IN A HUDDLE : A group discusses the day's trade in a restaurant. These fierce-looking men with their check shirts, braided hair and coats tied round the waist are conspicuous even in cosmopolitan Singapore. Their profits are high.

ODD CUSTOMERS IN A SINGAPORE BANK : Three Sherpas send home to their families cash drafts, which sometimes amount to hundreds of pounds, "signing" their drafts with thumb-prints. They will carry gems about with them, but not bank-notes.

WARNING TO THE THIEF : Grinning broadly, two Sherpas demonstrate vigorously with their long knives how they deal with would-be robbers. It is their boast that no one has ever successfully robbed them. Glasses of beer, their favourite drink, stand on the table in front of each man.

n right—

MPLES FROM A TRADER'S STOCK : These stones are carried in a leather pouch. The Sherpas also deal in medicines concocted from the body of the tiger.

E SHERPA'S "BEDROOM" : The hard pavement is all the Sherpa asks for a bed, which he often finds in an alley. By sleeping "rough" and by walking all distances that need not be covered by plane, these tough little men save money.

A SATISFIED CLIENT : An apparently disreputable but probably well-to-do Sherpa leaves the palatial premises of his bank. The money will probably be invested in cattle and land by his family in his homeland in the foothills of the Himalayas.

A Countryman's Journal

By VICTOR BONHAM-CARTER

John Read.—My friend John Read is a phenomenon. Fellow of the Royal Society and Professor of Chemistry in the University of St. Andrews, he has a record of study and service in six universities, ranging from Zurich to Cambridge and Sydney, Australia. Not only is he a man of great intellectual accomplishments but he also has an aptitude for languages. In 1905, for example, he entered Zurich University without knowing a word of the language, but two years later secured his doctorate in chemistry, for an original thesis and oral examinations, all done in German. Many years later, in 1949, he wrote a simple exposition of organic chemistry that won the Italian Cortina-European prize of 1,000,000 lire for the best book on popular physical science published in any language during the preceding five years. Thereafter, at the age of sixty-five, he set himself to learn Italian, and was soon travelling about Italy lecturing in the language, and has since been appointed to the Anglo-Italian Cultural Commission. But the language nearest to his heart is his native Somerset dialect, in which he speaks and writes as fluently as when a boy.

Born of yeoman stock, he was brought up in south-east Somerset and educated at Sexey's School, Bruton, where he blossomed under a great headmaster, W. A. Knight. Afterwards he made for himself a brilliant academic career, but never lost interest in his native county. Even now he is constantly rushing down to the West Country lecturing to women's institutes or giving the address on a school speech-day, in which he never fails to include the dialect; and only three years ago I had the honour of broadcasting with him in a radio programme entitled *The Place of Dialect*. I have heard many voices in the studio and over the air, but few so satisfying as his: such measure and resonance and homely roundness. It was exactly right for reciting snatches of folk-doggerel or excerpts from Thomas Hardy whom he knew, or from Walter Raymond whom he also knew.

Walter Raymond.—Raymond was born at Yeovil in 1852 and entered his father's glove-making business in that town. But his heart was in the countryside, and his happiest moments were spent in visiting out-workers in their cottages, and storing away in his mind all kinds of incidents and observations about local life, material which he put to excellent use in his books. It was not until 1892, in his fortieth year, that he finally abandoned business for literature and began writing a series of romantic novels and documentary studies of Somerset life, of which *Gentleman Upscott's Daughter* is perhaps the best known. No one, I am afraid, other than the student reads Raymond very much now. His books were too local for a wide readership and he had not the genius of Hardy. For all that, as John Read points out, " Walter Raymond is much more than a dialect writer. He shows us that the old Somerset dialect was an archaic form of speech following grammatical rules, dignified in form, pleasantly musical, and endowed with great power of expressing the simple thoughts and ideas of country folk, as well as their emotions and passions, and above all their characteristic humour." Incidentally it is not difficult to pick up a set of his works in second-hand bookshops in the west, in the fine Memorial edition, to which Evelyn Clark contributed a critical and historical appreciation.

Camel Play-Actors.—John Read may be regarded as Raymond's successor, but in a different medium. Starting about 1910 he wrote a number of short dialect plays and sketches, which were staged in south Somerset, mainly at Queen Camel and West Camel, by a company of amateurs styling themselves the Camel Play-Actors. In his book *Farmer's Joy*, published in 1949, Read describes how by using the play form he managed to present true studies of folk life which local people could understand and accept, and perform in their own natural way and in their own speech. Ordinary dialect prose and verse never quite " got across " so well. Now these plays were of several kinds. Some like *Belinda's Ups and Downs* were contemporary pieces about the everyday life of the district, *Conjurer Lintern* was decidedly romantic, *Latter-Lammas* was expressly historical. Into this piece Read introduced customs and speech which even then were dying out, if not already dead: children playing singing-games on the green, the use of the stocks, old men saying *utchy* for *I*—thus *utch zeed en*, meaning " I saw him," and so on. Although the plays lacked the punch and sophistication of formal drama, they had a strong appeal, depicting an environment " in which men were content to live leisurely, speak deliberately, base their conversation upon proverbs, saws and trite sayings, and act only after prolonged deliberation."

There was no doubt about their popularity, despite the difficulties of presentation. They were staged in schoolrooms and barns, and had no lighting other than paraffin lamps, which had often to be borrowed from the village inn. All costumes, furniture and scenery were dependent upon local generosity, and John Read himself (then working at Cambridge) would come down to act as his own producer, stage manager and even bill poster. Long afterwards, he says, he could not view without emotion the notice he had so often defied—Bill Stickers will be Prosecuted—in all the villages round about. The plays were put on repeatedly between 1910 and 1914, and afterwards by other companies: by the Jolly Waggoners, founded by the late D. J. Gass at Castle Cary, by the Mendip Players, founded by Miss D. M. Carritt at Wells, and by members of the Society of Somerset Folk in London. I understand that the last time one of these plays was performed was in 1939 at Castle Cary. I hope not the last time ever, although there are very few people now who can really do justice to the dialect and play the parts. I have often thought that a sound version on the air would do well. You would avoid the artificiality of a costume piece, but enhance the vigour and character of the speaking parts which are really all that matters.

THE CAMEL PLAY-ACTORS: Members of the cast of *Conjurer Lintern* line up with the orchestra during a performance in 1912 at the Queen Camel School. On the stage from left are—Mrs. W. Ridout, Messrs. A. Reeves, F. Parsons, H. Wadds, C. C. H. Lewin, W. Boggis, Miss G. M. Palmer, Mr. C. S. Greenham, Miss J. Palmer and Mr. W. Ridout. In the front, from left, are—Messrs. F. L. Burgess, J. T. Hoare, Dr. John Read and Mr. H. J. Brain. *On right*—Two of the Camel Play-Actors pause for refreshment during their everyday life.

A Vintage Bicycle.—Shortly after the war, when it was practically impossible to buy anything new, least of all a new bicycle, my wife did a deal with a village acquaintance in Berkshire over a very remarkable bicycle. It was remarkable for various reasons. It was nearly fifty years old, but in excellent condition, and astonishingly modern in its lightness and strength of construction. After a good deal of research, we discovered it was a Dursley-Pedersen of the year 1902—I saw a model in the Science Museum only the other day—painted bright green, and with a hammock-type seat. It was very easy to ride, but had only two serious drawbacks. The posture of the rider was such that you felt you were leaning slightly backwards and pedalling uphill. In other words, you weren't quite on top of the machine, but this was more than offset by the excellent gearing and by the absence of weight. The other drawback was the seat. It was comfortable enough, for being suspended, not fixed, you swung gently round every corner and took to the air at every bump. But the hammock was known to unravel itself, and we remember one particular ride of twelve miles or so, returning home after the cinema in Newbury, when the entire contraption was reduced to a single piece of string. We cannot recommend this as a desirable form of seating.

Zam'el Toop.—By way of Envoi, I append some of the opening verses of John Read's first composition in dialect, written in a fit of homesickness when he was a student at Zurich. It is an epic entitled *How We Carr'd The Zider Vrom Cary To Camel.*

D'ee mine wold Zam'el Toop, all o' 'ee
What used to live to Camel ?
A quare wold quist wur he at times—
Ah, that a wur, wur Zam'el.

Zome year agoo now, I d' mine
'Twur jist along the fall,
Wold Zamel's zider-butt hirned out—
Wold Zam'd a-drinkt it all.

Zed Zammy, " I mus' vetch zome mworc
Vrom Varmer Vry to Cary;
But my wold hoss is jist gone leäme,
An' things d' vall contrairy."

Zed I, " Why Zam'el, have my meäre.
Thee'st know, the cart-meäre Venus.
We'll carr' a girt two-hogsheed butt,
An' share en out atween us."

And so on for another twenty verses of tantalising adventure!

THE SOCIETY OF BROTHERS

I very much regret that my article (*A Countryman's Journal* of September 1, 1956) should have given offence to the Society of Brothers, and I wish sincerely to apologise to them for this.

I can now say that certain statements contained in the article are without any foundation in fact, in particular the following taken from a letter sent me by a correspondent and which was published:

" A firm, doubtless unjust conviction that the rule of community use was applied to their women as well as their goods; and their habit of all bathing together, men, women and children, stark naked in the large gravel-pit lakes there, startled the natives."

These statements are not only untrue, but the implications which they convey are in direct contradiction to the aims of the Society, and to the practice and pattern of the life of the members. In fact I now realise, after discussion with the Brothers, that the unity and sanctity of marriage and family life, and purity and modesty in all relations between the sexes are cardinal aspects of the whole Bruderhof movement.

Also, the statement that the Society " received notice to remove elsewhere " in 1940 is untrue. In view of the possibility of internment of some of the German members (who were refugees from the Nazis), the Society requested and received permission from the Home Office to emigrate, and this led directly to the sale of the farm at Ashton Keynes.

International Exchanges

Sir Anthony Eden Discusses Suez in Paris; Mr. Macmillan in Washington; the Belgian-German Frontier Agreement; a New Transatlantic Telephone

SIR ANTHONY EDEN LEAVES FOR PARIS: The Prime Minister, with Lady Eden, leaves No. 10, Downing Street. Talks with the French Government on the Suez question became necessary after French criticism alleging British reluctance to insist that the Canal Users' Association should receive all shipping dues.

THE MINISTERS MEET: M. Pineau, French Foreign Minister (left), Sir Anthony Eden, Premier Guy Mollet, and British Foreign Secretary Selwyn Lloyd confer in Paris on Suez policy. Anglo-French tactics in the Security Council debate on the Suez situation were discussed, also the organisation and role of the Canal Users' Association. M. Pineau said the talks revealed "a very marked wish for common action," and Sir Anthony emphasised that "the Entente is sound, sounder than ever." After the conference the ministers were "fully agreed" on the joint policy to be followed in the United Nations. Close co-operation on Suez would continue.

THE CHANCELLOR OF THE EXCHEQUER IN WASHINGTON: Mr. Harold Macmillan and Sir Edward Boyle, Economic Secretary to the Treasury, attend the eleventh Annual Meeting of the Governors of the World Bank and International Monetary Fund. In his address to his fellow-governors, Mr. Macmillan stated that under-developed areas would not receive capital unless "borrowers and lenders alike can rely on fair and honourable treatment in their dealings with one another." He later contributed a review of Britain's economic problems.

BELGIUM AND GERMANY AGREE ON FRONTIER CHANGES: The German Foreign Minister, Herr von Brentano (left), and M. Spaak, Belgian Foreign Minister, sign agreements between their two countries in Brussels. The agreements arranged for the transfer to Germany of certain frontier villages, administered by Belgium since 1949, and for corresponding transfers of land to Belgium. This ceremony coincided with the visit to Belgium of Dr. Adenauer, who addressed a meeting of the Grandes Conférences Catholiques.

THE FIRST TRANSATLANTIC TELEPHONE CABLE IS INAUGURATED: In London, Dr. Charles Hill, the Postmaster-General, talks to America over the new link. Mr. Robertson (left), High Commissioner for Canada, and Mr. Aldrich (right), the American Ambassador, listen in.

AMERICAN JOURNALISTS TALK TO LONDON: At the New York end of the new transatlantic telephone link, Mr. C. F. Craig, of the American Telephone and Telegraph Company (standing), watches journalists chat with London.

SUPPLY LINES

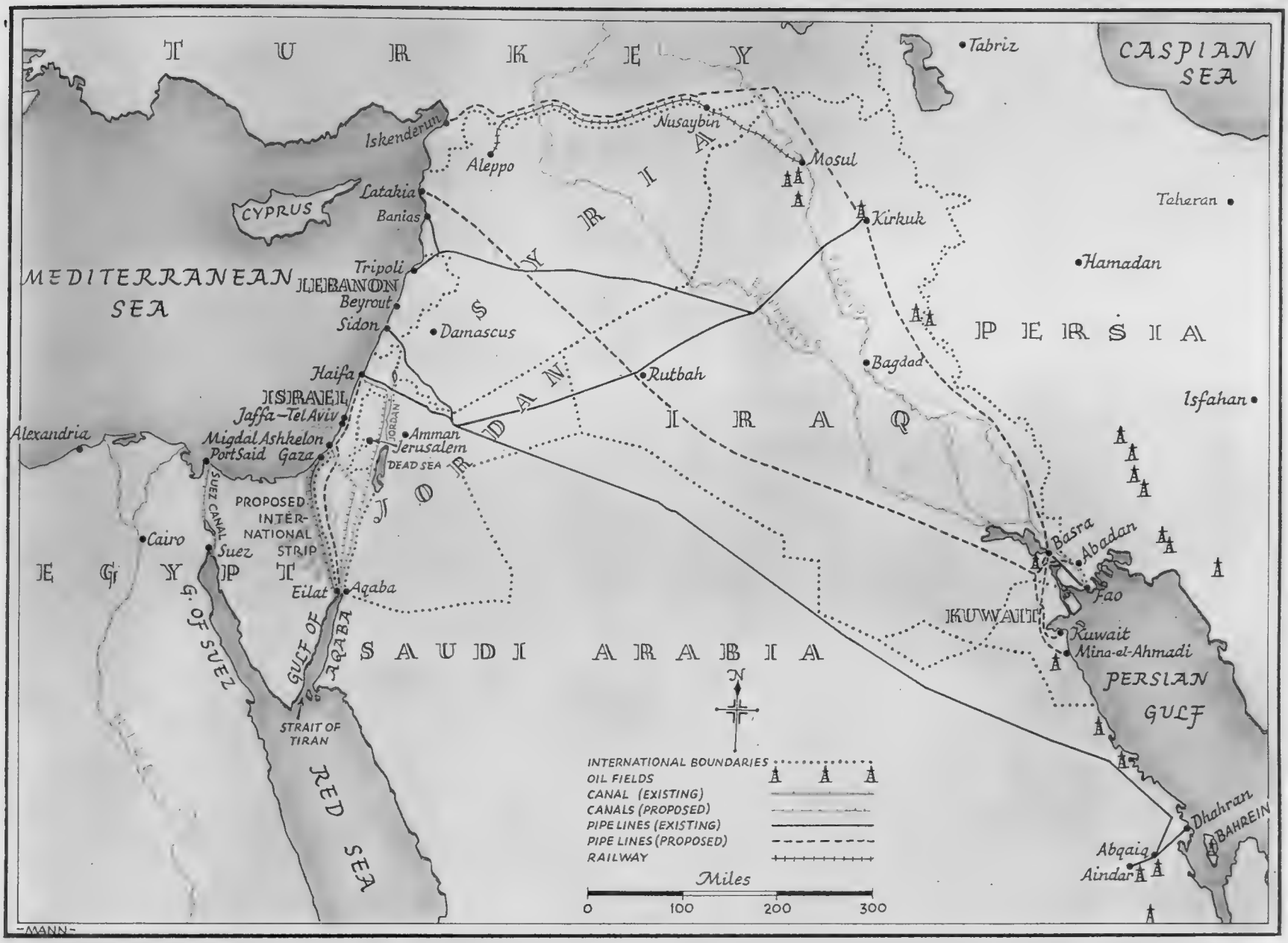
Oil for American Warships: And Extra Water for Malta

Above—

AN AMERICAN FLEET REFUELS AT SEA IN THE MEDITERRANEAN: The oiler *Mississinewa* (in the centre) refuels a destroyer (on the right) of the United States Sixth Fleet. On the left is the heavy cruiser U.S.S. *Salem*, the flagship of the fleet. The *Mississinewa* is one of the new class of giant oilers built by the United States Navy. She was commissioned at the beginning of last year. Her displacement is 11,600 tons light and 38,000 to 40,000 tons full load. She has a complement of 300 and a speed of 20 knots. Such vessels as these are able to keep large numbers of warships refuelled and replenished on the high seas. For example, the Sixth Fleet, which is regularly stationed in the Mediterranean, has no need of any bases in that area. In fact, its official base is in Norfolk, Virginia.

Below—

TANKERS TURNED WATER-CARRIERS AT MALTA: In the harbour of Valetta are, in line astern in the foreground, the fast fleet replenishment ships *Tiderange* and *Tiderace*, followed by S.S. *Framlington Court* and S.S. *Stanrealm*. Behind are the troopship *Empire Ken* (on the left) and the naval supply ship the Royal Fleet Auxiliary *Retainer*. The two replenishment ships normally carry oil, but are now filled with water. The reason for this is that owing to the Suez Canal crisis many vessels are now calling at Malta for water instead of taking it on board in Egyptian ports. This has made heavy demands on the island's regular water supplies, and the "water tankers" seen here had brought their cargoes from Algiers. The *Empire Ken* had just arrived at Valetta with troops from Great Britain.



MEANS OF BY-PASSING THE SUEZ CANAL : The map shows the existing routes by which the oil of the Middle East reaches the Mediterranean and some proposals for improving such communications. The sole existing waterway is the Suez Canal. There are three proposals for a second canal. Each would start in the south at Eilat, in the Gulf of Aqaba. The first would pass through an International Strip to Gaza ; the second through Israel to Migdal Ashkelon, and the third through Israel and Jordan to Haifa. The two great pipe-lines are from the Persian Gulf to Sidon, in Lebanon, and from Kirkuk, in Persia, to Tripoli and Banias. The section of the latter line to Haifa is closed. Two vast pipe-line projects from the Persian Gulf are north-west to Latakia, in Syria, and northwards through Iraq to Kirkuk and on to Turkey where it would run to Iskenderun.

ALTERNATIVES TO SUEZ CANAL

Egypt's Seizure of the International Waterway has Focussed Attention on the Need for Other Routes for Middle East Oil to the West

By JOHN MIDGLEY

COLONEL NASSER'S seizure of the Suez Canal has brought the fact home that Britain and Europe have become more dependent on this single waterway than is good for their health. Sooner or later the realisation would have dawned on us even without Colonel Nasser to prompt it. Men in the oil industry and in the tanker trade have been worried by it ever since they began to perceive the proportions to which the volume of trade between the Persian Gulf and Indian Ocean, on the one hand, and the Atlantic and Mediterranean on the other, were growing.

For this, two facts are responsible: the discovery around the Persian Gulf of the greater part of the world's oil reserves, and the rapid industrial expansion of Europe. Europe now depends on the Persian Gulf for an important part of its fuel and power; its dependence has created a wholly new transport problem, quite different from the earlier problem, to which the Suez Canal is adequate, of providing a cheap and convenient route for the miscellaneous dry-cargo trade between Asia and Europe. The oil traffic, a huge bulk trade in one key commodity, is too big to allow of effective stock-piling at the receiving end, and too vital to admit of interruption or delay.

The oil must move uninterruptedly, a continuous stream of ships doing, in effect, the work of a pipe-line 5,000 miles long. Circumstances which could never have been anticipated in the nineteenth century have thrust a burden on the Suez Canal quite out of relation to anything that the promoters of the Canal ever dreamed of. When Ferdinand de Lesseps planned the Canal he hoped for an annual traffic of 3,000,000 tons; many people thought he was exaggerating wildly, and a British Prime Minister (Palmerston) treated him as an unscrupulous speculator trying to fool gullible investors.

Leaving aside oil and oil products, more than 20,000,000 tons of dry cargo passed through the Canal in each direction last year, enough by itself to justify De Lesseps handsomely. But, in addition, 67,000,000 tons of oil and petroleum products went through. This oil traffic constitutes the real problem; for, big as it was, it was small compared with what is coming in a few years' time.

Europe imports at present about 120,000,000 tons of oil a year, of which about four-fifths has lately been coming from the Middle East, and about half has been passing through the Suez Canal. But in less than ten years this demand for oil will have doubled, and nearly all of it will have to come from the Middle East. Britain herself will probably be using about a quarter of this huge volume of oil to run her industries and make good the deficiency of her coal production. But the British interest in the trade is much bigger than that, since the British economy depends not only on oil for fuel, but also on the earnings of the international oil trade for foreign exchange. This is Britain's biggest invisible export.

Although the Suez Canal was repeatedly improved and expanded by the old Company, it could never have carried the whole of the huge oil trade which has to be expected over the next 50 to 100 years. The Company was completing its seventh improvement programme when Nasser moved in and put a stop to it. It had deepened the Canal to enable bigger ships to go through, made a new diversion at which convoys could pass, and improved the mooring and marshalling facilities at Suez and Port Said.

Work had started already on the eighth programme, which would have enabled the Canal by 1960 to take 48 or 50 ships a day, including bigger ships. But even this expansion would have been overtaken soon after 1960 by the growing volume of traffic. As things are, the work has been interrupted; who can say when it will start up again ?

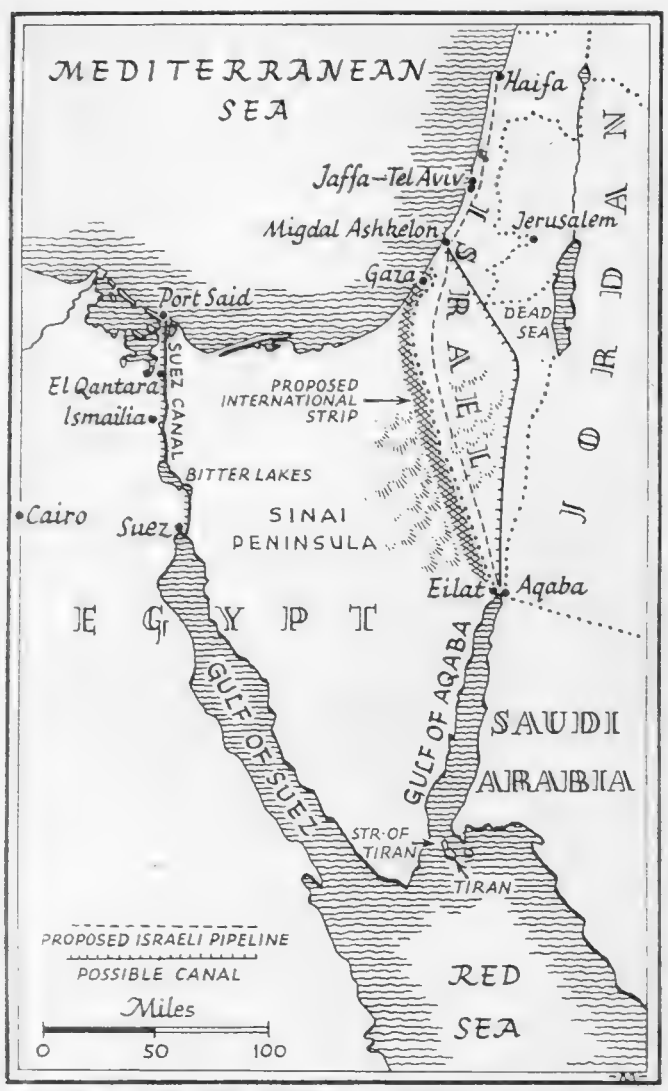
All these facts point to the necessity of embarking on a much bigger and wider expansion of the oil transport facilities than ever before, to relieve Europe of the danger that its oil lifeline can be throttled either by technical shortcomings or by political disputes. The programme ought to make provision, at the same time, for the natural growth in the volume of miscellaneous trade; but its primary purpose would be to ensure the safe movement of, say, 300,000,000 tons of oil a year from the Middle East to Europe in about twenty years' time.

Technically and commercially the oil companies are fully competent to take care of such a programme, but the political problems which it entails will necessarily bring the Governments in; and since it involves the vital interests of every country in Western Europe (and of Britain most of all), the Governments have a duty to do what they can to see that the programme goes through. At the outset they will need to enlist the interest and co-operation of the Governments of the oil-bearing countries of the Middle East, whose prospects of economic growth are vitally involved. From the point of view of economic interest, Iraq and Britain, Persia and Germany, Arabia and France ought all to be on the same side in this huge undertaking; it is a political task for the Governments to see that differences of national sentiment do not cause them to oppose and frustrate each other.

In common prudence they will apply the lessons that Colonel Nasser has taught them: first, not to rely too heavily on one country of transit, but to divide the traffic between several routes able to operate independently of each other; second, to obtain the greatest possible degree of international sanction for the safety of all the transit routes. If an international scheme is obtained for the Suez Canal, thought must be given to extending its principles to cover the pipe-line routes as well, together with any new international routes.

As an immediate answer to Nasser's action, much of the shipping that plies between the Indian Ocean and

(Continued on following pages)



PROJECTS ON THE SINAI PENINSULA : Tankers could go up the Gulf of Aqaba instead of the Gulf of Suez. Their oil would be pumped from Eilat by pipe-line to Haifa. Or a pipe-line could run through the International Strip. The only practicable alternative canals to Suez would be either through the International Strip to Gaza or from Eilat to Migdal Ashkelon.

A DIVERSION ON THE SUEZ CANAL : Ships of a southbound convoy wait in the by-pass at El-Ballah fo northbound convoy to proceed on its way. This diversion is one of the many improvements m to the Canal by the old Canal company for the increasing traffic before Nasser seized the water

NATURAL HAZARDS TO AN ISRAEL CANAL : This jagged cliff near the Dead Sea shows the country through which the Israel canal would have to pass.

UNWRAPPING AN OIL PIPE-LINE : The artist's impres LAYIN is of the machine which unwraps the anti-corro covering of the pipe as it is laid in the de

A CHALLENGE TO ENGINEERING SKILL : A party with armed escort makes its way through the Negev north of the Gulf of Aqaba. The project for a canal through this wild terrain would require all the resources of engineers to complete it.

THE

ALTERNATIVES TO SUEZ CANAL

(*Continued from previous page*)

the Atlantic has returned to the route round the Cape of Good Hope, which was, course, the standard trade route between these two oceans from the sixteenth to th nineteenth centuries. Whatever else happens, the ports on or near the Cape route- Mombasa, Durban, Cape Town, Matadi, Freetown—can expect to benefit from th return of trade to the path which Vasco da Gama (stimulated even then by the politica hazards of the overland crossing at the eastern end of the Mediterranean) opened up For the shipping lines running to India, Australia and the Far East this is a perfectly practicable route, though it has the drawback that some of the traditional ports of call like Aden, Marseilles and Gibraltar, are now left out in the cold.

For tankers coming from the Persian Gulf the Cape route is a much more costly proposition. Very roughly, to take 100,000,000 tons of oil a year from the Persian Gulf to North-West Europe through the Suez Canal might require 14,000,000 deadweight tons of shipping in the form of 30,000-ton tankers; to take the same quantity round the Cape would require half as many ships again; but this represents the entire world tanker output for two years at the present rate of building—and the shipbuilding industries are already fully occupied in catering for the expansion of the tanker trade.

The technical solution is to build bigger and faster tankers, for, as tankers get bigger and faster, the costs of running via Suez and of running round the Cape come closer

LAYING A PIPE-LINE IN THE VAST EXPANSE OF THE DESERT: A section of 30-in. pipe is ready to be lowered into its trench. Cranes are spaced at regular intervals, to assist the manual workers. This picture was taken during the laying of the 550-mile pipe-line from Kirkuk, in North Iraq, to Banias, in Syria, and Tripoli, in Lebanon, and illustrates something of the operations involved in such work. The line came into use four years ago and cost altogether some £40,000,000 to construct.

THE SPECIALLY-BUILT TERMINAL AT BANIAS FOR THE IRAQ PIPE-LINE: Victor Coverley-Price drew this impression four years ago when he visited Syria while the new oil terminal was still under construction. On the left is the "tank farm," with its storage tanks. In the centre background, offices and houses are being built for the new Banias, which to-day is a flourishing community. In the centre foreground is a stack of oil-pipes. On the hill on the right is a Crusaders' castle.

together. But this, too, will take time; only a few yards can build tankers of 60,000 or 80,000 tons and very few ports can accommodate them as yet, so that they are confined to a few standard runs. No doubt the shipping trend will continue in this direction; but it is not a complete answer.

The great oilfields of North Iraq are about equidistant from the Mediterranean and the Persian Gulf. Naturally, therefore, Kirkuk has been developed by means of pipe-lines running westward to the Mediterranean—to Haifa, Tripoli and Banias. None of the North Iraq oil goes via Suez. But it is still not free from the political risks of transit. The Haifa pipe-line has been closed since the Palestine war and there is still no sign of the day when Iraq or Jordan will permit it to reopen. The other pipe-lines, to Tripoli and Banias, both run across Syria, which enjoys, therefore, a monopoly hold on the transit of North Iraq oil. Trouble between the West and Syria, or between Syria and Iraq, could close these lines at any time.

The most obvious method of breaking this Syrian monopoly is already under practical study, as an announcement by the Iraq Petroleum Company indicated in September: a survey party is at work in South Turkey, examining the possibility of a new pipe-line from Kirkuk to the Mediterranean across Turkish territory. This is easily the most imaginative step that has been taken since the Suez crisis drew the world's attention to the perilous situation of Europe's oil supplies.

The scheme will be costly. From Kirkuk to Iskanderun (Alexandretta), the nearest Turkish port, by a route which avoids Syrian territory altogether, would be about 600 miles, and the country is difficult, rugged and mountainous. Probably a 30-in. pipe-line by this route would cost £70,000,000 or more, as compared with the £40,000,000 which the existing 30-in. line from Kirkuk to Banias cost in 1951-52.

It would, however, have the additional advantages of adding 20,000,000 or 25,000,000 tons to Iraq's oil output, and of allowing Iraq's national revenue from oil to be raised by another £50,000,000 or so—to a point, perhaps, at which Iraq might for the first time feel sufficiently content with her oil revenues to consider allowing other countries to send their oil across her territory, too. This the Iraq Government has so far refused to do, holding that Iraq's own oil output ought to be expanded first.

Because of Iraqi opposition, the scheme for a Middle East pipe-line from the head of the Persian Gulf to the Mediterranean had to be dropped in 1949. This project would have collected oil from Persia and Kuwait (and possibly, too, from the South Iraq fields near Basra) and carried it across the desert, keeping south of the Euphrates, to emerge at a Syrian Mediterranean port, possibly Latakia. If the scheme were revived, political experience since 1949 might cause it to be modified. Conceivably the pipe-line could run up the centre of Iraq from south to north, instead of across the western desert, and could link up with the Iraq Petroleum Company's Syrian and proposed Turkish lines.

(*Concluded on following page*)

THE SIGNAL STATION OF THE IRAQ PIPE-LINE AT ITS TERMINAL IN TRIPOLI: Masts rise above white, efficient buildings by the harbour in the Lebanon which discharges much Iraq oil into tankers. However, the proposal for an Iraq-Turkey pipe-line might endanger the prosperity of this port.

THE LAST STAGE OF A PIPE-LINE: Two lines are hauled up from the sea to discharge their contents into a tanker off Banias, in Syria. The oil started from Kirkuk, in Iraq.

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American oil operators are perfectly familiar with "common carrier" pipe-lines serving more than one company. Sooner or later this system may recommend itself in the Middle East, if the required flexibility is ever to be achieved. The vital link in such a system would be a trunk pipe-line from Basra to Kirkuk, which would not only permit South Iraq, Persia, or Kuwait oil to be sent overland to the Mediterranean, but would permit Kirkuk oil to be sent southward and shipped from the Persian Gulf if the need arose. At present the idea looks visionary—so do all ideas in the oil industry until they have actually been carried out.

Why should not the Iraq Government think of investing some of its oil revenues in such a scheme? It would require improvements in relations between Persia and Iraq, or between Kuwait and Iraq, or both; but, in general, the sound development of Middle East oil requires more co-operation between the oil-producing countries themselves. A minor form of co-operation between Kuwait and Iraq is under consideration already.

Fao, the Iraq port from which Basra crude oil is shipped, is in shallow water and can take only small tankers. It is proposed that Kuwait should permit a pipe-line across its territory to take Basra crude to a deep-water loading point on the Kuwait coastline, at or near the existing Kuwaiti oil port of Mina-el-Ahmadi. In return, Iraq might supply Kuwait with fresh water from the Shatt-el-Arab. (Kuwait, which swims in oil, lacks water.) If co-operation could be thus established, there is no reason why it could not go farther.

Persian Gulf oil will still require a sea outlet to the Mediterranean, whether it finds overland outlets or not. From this point of view the Gulf of Aqaba is the most likely alternative to Suez. Israel, naturally enough, is anxious to see the Gulf of Aqaba brought into use; at present it is closed to Israeli shipping at the mouth, where the Egyptian Army occupies the two islands of Tiran and Sinafir. The narrows which these islands command are entirely within the territorial waters claimed by Egypt and Saudi Arabia; indeed, since each of them claims six nautical miles, and there are only seven miles of sea altogether, the two overlap. But the navigable passage between Tiran Island and the Sinai peninsula is, all the same, an international maritime channel through which the ships of all nations have the right to pass; four states—Egypt, Saudi Arabia, Jordan and Israel—have a coastline on the Gulf of Aqaba.

More will be heard, therefore, of the Strait of Tiran, which is Israel's only outlet to the Indian Ocean, and Jordan's only outlet to the sea at all. The maritime powers would do well to assert their right to use the Strait of Tiran without more delay; Britain, which would have to give the lead, has set only a feeble example so far. If they are prepared to assert it, as they should be, then various possibilities open up for transit between the head of the Gulf of Aqaba and the Mediterranean.

The simplest and most immediately practicable of these would be an oil pipe-line across the Negev from Elath, at the head of the Gulf, a very ancient and very new Israeli port. ("And King Solomon made a navy of ships at Ezion-geber, which is beside Eloth, on the shore of the Red Sea, in the land of Edom"—I Kings, 9.26.) According to a plan which has been discussed in Israel, ships coming from Persia or elsewhere on the Persian Gulf could unload oil at Elath into a "common carrier" pipe-line which would serve two points on the Mediterranean: a crude oil loading port at Migdal Ashkelon, and the refinery farther north at Haifa, a maximum distance of 275 miles; such a line, to carry 12,000,000 tons of crude oil a year, would cost just under £20,000,000.

IN THE PERSIAN GULF: The French tanker *Madeleine* loads in the port of Fao, at the mouth of the Shatt-el-Arab River, on the Persian Gulf. In the foreground is part of the terminal of the pipe-line from which the ship is taking on cargo. The line comes from the oilfield of Zubair, near Basra, some seventy miles away.

Naturally the question has been asked whether a second canal could not be cut from Elath to the Mediterranean, and the Western dependence on Egypt's monopoly ended once and for all. Unfortunately the Negev is almost the worst possible country for such an enterprise: harsh and rugged desert, broken by deep ravines and formidable ranges of hills. A canal taking the shortest route, some 190 miles (as compared with the 103 miles of the Suez Canal), would have to traverse country which rises to 1,056 ft. above sea-level; it would need perhaps thirty-six locks. But the Suez Canal goes through at one level from sea to sea. The costs of construction and operation of a Negev canal would be so stupendous as to rule it out as an economic competitor.

If a new canal were really to be made in this region, the geography of Palestine indicates fairly clearly where it ought to run—up the Wadi Araba, which continues the depression of the Gulf of Aqaba northward to the Dead Sea. A route can be imagined which skirted the western edge of the Dead Sea depression—for a canal which fell more than 1,200 ft. below sea-level would be just as impracticable as one which rose 1,000 ft. above it—and eventually turned west across the Plain of Esdraelon to Haifa. But this is not only economically visionary, it is politically impracticable as well, since it would have to cross Jordan territory.

Because they are visionary to-day, these possible future routes ought not to be ruled out for ever; they are not necessarily more visionary than the Suez Canal project was in relation to the state of civil engineering in 1850, or than the Panama Canal, with its stupendous geographical difficulties and its medical and political hazards, must have appeared in 1880. But, attention must concentrate at this stage on the schemes that are more immediately feasible. Obviously, the Israeli pipe-line is one of these. It has the drawback that Arab opposition could be expected to the transport across Israel of oil from the Arab countries. But this would not apply to oil from Persia, which is not an Arab country and has never been at war with Israel.

A still more ambitious scheme might be considered: the acquisition of an international strip of territory from the head of the Gulf of Aqaba to Gaza, along what is now the frontier between Israel and Egypt. This territory would have to be bought from Egypt, no doubt at immense cost—the figure of £200,000,000 has been speculatively mentioned, and it would not be too much to pay, though the land itself, as land, is worthless. It would have to be placed under United Nations administration in perpetuity. Its economic exploitation, as a transport corridor between the two oceans, would be placed in the hands of a consortium of user governments and companies. Thus, Jordan would have a user interest, since this would give her for the first time an outlet to the Mediterranean for her phosphate exports and other trade. Jordan and Saudi Arabia might be won over to the scheme by the offer of free port facilities on the Mediterranean. Israel and Egypt, with an international buffer zone running between them, ought to be able to cut their heavy defence budgets and get on more quickly with internal economic development.

To the West, the scheme would offer an oil pipe-line route as immune from political interference as any route can be. The route would begin in a modest way with marine oil terminals, pipe-lines, communications, and a road; since the region is waterless, there would probably have to be water distillation plants as well. It could be developed as the traffic grew, at greater or less speed, according to the situation on the Suez Canal. Eventually, if the Suez Canal continued to give difficulty, a second canal might have to be considered, but in practice the mere existence of the possibility might be enough to deprive adventures in nationalisation of much of their attraction.

THE SAUDI ARABIAN AND INDIAN PRIME MINISTERS: Prince Faisal, who is both Premier and Foreign Minister of Saudi Arabia, talks with Mr. Nehru at Riyadh during the latter's State visit to the Arabian kingdom. Mr. Nehru also had conversations with King Saud. His programme included a State banquet and visits to oilfields and to some archæological sites.

MEETINGS IN SAUDI ARABIA

Mr. Nehru's Visit ; and the Arab "Big Three" Talks

Saudi Arabia has recently been the scene of a number of meetings of political importance. First, in time, was the visit to King Saud of King Faisal of Iraq, who happened to be cruising near by in his yacht. However, it is believed that it was much more than a friendly call and that matters of great moment in the relations of the two countries were discussed.

Immediately after this Colonel Nasser and President Kuwatly of Syria arrived at the Saudi Arabian Royal Palace in Dammam. No one pretended that this was anything but an occasion of the highest importance. The "Big Three" of the Arab world held a full-scale conference with their advisers. A joint statement issued afterwards spoke of the meeting's "single outlook" and "confidence in a future in which the Arab nation, with Allah's guidance, will achieve all its aspirations." Naturally there was lengthy reference to Suez, on which the other two states "fully supported" Egypt. Attention was also given to "threats from Israel."

Colonel Nasser and President Kuwatly left Riyadh on the day that Mr. Nehru arrived on a State visit. It is not known whether they met the Indian Prime Minister. But it seems certain that in his talks with King Saud and his Ministers, Mr. Nehru was informed of the proceedings of the recent conference.

THE MEETING OF THE ARAB "BIG THREE": Colonel Nasser (right) clasps the hand of President Kuwatly of Syria, while King Saud of Saudi Arabia looks on. The Egyptian President was about to leave Riyadh, Saudi Arabia, after his conference with the King and President Kuwatly. *On right*—The Arab "Big Three" face the cameras together before their conference begins.

"UNBREAKABLE UNITY": The three Heads of State pose after a conference session. "Unbreakable Unity" was announced in support of Egypt's policy regarding the Suez Canal.

"A SINGLE OUTLOOK": President Kuwatly, King Saud and Colonel Nasser (all on the left) are in a jovial mood as they sit with their advisers round the table in the Saudi Arabian Royal Palace at Dammam. A joint statement after the conference referred to their "solidarity" and "single outlook."

TO CROSS THE PACIFIC: This is a scale model of the bamboo raft in which five Frenchmen plan to drift from Tahiti, across the Pacific to Valparaiso, in South America. The model is seen in the lagoon at Papeete. The Tahiti Nui Raft Expedition will be led by Eric de Bisschop, a French scientist and navigator.

ADVENTURING ACROSS THE SEAS

Five Frenchmen Prepare a Bamboo Raft for a "Kon Tiki" Expedition in Reverse; and a Lone Crossing of the Atlantic

THREE MEMBERS OF THE CREW OF FIVE: Standing alongside the raft as it neared completion in the naval dockyard at Papeete are, from left, Michel Brun, Francis Cowan and Allain Brun.

Five Frenchmen are arranging to leave Papeete, in Tahiti, later this month and drift across the Pacific in a bamboo raft to Valparaiso. The new venture will be a *Kon Tiki* expedition in reverse. In 1947, Thor Heyerdahl's famous raft was carried from Callao, in Peru, to Raroia, in Polynesia, a distance of 4,300 nautical miles, in 101 days. Now, the Frenchmen are setting out against the current which carried the *Kon Tiki* from South America, and hope to make the journey in four months. If they arrive at their destination (and the leader is confident) they will return with the current to Tahiti.

On right—

A LONE VOYAGER ACROSS THE ATLANTIC: Peter Hamilton, a former Royal naval officer from Glasgow, is seen in the stern of his 21-ft. sloop *Salmo* after a lone crossing of the Atlantic. He made the journey from the Clyde to Rimouski, Quebec, 200 miles east of Montreal, in forty-six days. He set out from Gartocharn, near Glasgow, on August 1, and completed the crossing when he touched Red Bay, Labrador, on September 10. After a brief stop at Rimouski, Mr. Hamilton sailed on to Montreal, his ultimate destination being Fort William. He then planned to return to Britain to be married. From Fort William his boat was to be sent by rail to Vancouver. Mr. Hamilton said that he fought for twenty-four hours, during the Atlantic crossing, to keep his sloop on course while riding through the fringe of a hurricane.

IN CANADIAN WATERS: Peter Hamilton sets sail for Montreal after a short stay at Rimouski. After his marriage in Britain, he plans to return to Vancouver with his wife and attempt a journey in the sloop across the Pacific.

A New London School

Eltham Green is one of Seven Comprehensive Schools which will be Opened During 1957

The Eltham Green Comprehensive School at Woolwich, which was opened recently, is one of twelve new secondary schools to be completed by the London County Council during this year. It was designed by Dr. Leslie Martin, architect to the L.C.C. at the time of its inception, on the most up-to-date lines. The buildings were planned to provide the greatest possible freedom of circulation for the 2,000 boys and girls it can accommodate, and maximum adaptability in use. In this way, the school will meet the growing needs of comprehensive secondary education, and at the same time form a single entity rather than a collection of separate units. All the accommodation except the workshops and gymnasia is concentrated in an H-shaped block of seven storeys, grouped around a central concourse and assembly hall, with two main staircases and four lifts where the cross-piece of the "H" joins the "legs." There is access on the same level between all rooms on any one floor. Rooms for various types of instruction (formal teaching, science, domestic science, and so forth) are grouped vertically in different wings, so that each floor contains rooms for all the main functions of the school. In the north-west wing are five dining-rooms and two kitchens. Staff rooms are on the first floor of two wings, while on the roof are libraries and an art room. A small drama hall is attached to the main building, and workshops and five gymnasia are in separate buildings. Playing-fields will be adjacent to the school. The total cost was nearly £750,000. Seven of the twelve new schools will be comprehensive, and five of them normal secondary schools. Together, they will cost £5,000,000 in new buildings alone, and will accommodate nearly 18,000 pupils. They will bring the total of secondary schools built in London since the war to twenty-six, providing 28,000 new places.

THE NEW ELTHAM GREEN COMPREHENSIVE SCHOOL: This modern secondary school has room for 2,000 pupils, and is self-contained to provide every teaching function. In the centre is the main H-shaped block. Between the wings in the foreground is the assembly hall. The five gymnasia are grouped nearer the camera. On the left is a building containing the workshops, and on right, a sports pavilion on the edge of playing fields belonging to the L.C.C. *On right*—This view of the school from the opposite side shows the concourse between two "legs" of the "H," and, attached to one wing, on left, the small drama hall. In the left background are playing-fields. The curriculum provides facilities for all types of education, including courses in commerce, catering, engineering, business and industry, as well as normal studies for all levels of the G.C.E. and for university entrance. The pupils are divided into houses, and are encouraged to take part in the school's corporate life, including its clubs, societies and other communal activities.

IN THE HERTFORDSHIRE VILLAGE OF ASHWELL : On the left of this view showing several old buildings is the lych-gate. Ashwell has been described by Sir Albert Richardson, President of the Royal Academy, as the best preserved and most charming village near London. In some instances, the preservation of old buildings has been accomplished only after determined efforts against the threat of demolition.

Ashwell, in Hertfordshire, which is situated off the main road between Baldock and Royston, is not just a picturesque village of old houses and cottages. It is, in Sir Albert Richardson's view, the best preserved and most charming village near London. The houses and cottages are well kept in the true sense of the "Englishman's castle," and reconditioning has preserved their picturesqueness. Much of the village is quite old, as, for instance, the Guild House with its pargeted front bearing the date 1681. In 1939 the building, together with four old cottages, was threatened with demolition, but through determined efforts they were saved and reconditioned. But this is not the case with all old buildings in the village. Some have been demolished to make way for the introduction of modern public services and utilities. There are contrasts, too, in the farm buildings. Some are of the very latest design, but others still have thatched roofs in the traditional style. A particular attraction for the visitor to Ashwell is the highly decorative and ornate butcher's shop.

IN TOWN AND COUNTRY

Ashwell is Claimed as the Best Preserved Village near London; L.C.C. Proposals for Better Conditions in Stepney

A PROSPECTIVE SITE FOR ROAD IMPROVEMENT IN STEPNEY : This section of the Commercial Roa to be acquired by the London County Council in connection with the Council's plan for improvement of the road intersection at Gardiner's Corner. Until the buildings demolished to make way for the road improvement, they will be let by the Cou Other properties concerned in the present plan are in Whitechapel High Street and Drum Y

THE LONDON COUNTY COUNCIL ARE PLANNING TO CLEAR MORE SLUM AREAS IN THE EAST END : These houses in Jane Street, Stepney, form part of a slum area of 4½ acr which is to be cleared in accordance with the slum-clearance programme of the L.C.C. The house in the centre of the picture on the left has already been deserte Some of the houses are still fitted with shutters. The slum-clearance programme in Stepney and other London boroughs is going ahead as quickly as possib

AN ATTRACTION FOR VISITORS : During the summer, motorists, cyclists and walkers have paused in their journeys to admire the beauty of the village of Ashwell with its well-kept houses and tidy roads.

DESERTED AND DERELICT BUILDINGS WHICH ARE TO BE SWEPT AWAY IN STEPNEY : The shop is in Jane Street, alongside a narrow alley. *Below*—This is the deserted Synagogue which stands on the corner of Jane Street.

THE DOMINATING FEATURE OF ASHWELL : The tower of the parish church, surmounted by a slender spire, dominates the village. On the other side of the church are fields leading away to wooded slopes. The church is now in need of funds in connection with restoration work.

LOOKING DOWN JANE STREET, STEPNEY, WHERE THE HOUSES WILL SOON BE DEMOLISHED : On the left corner is part of the Synagogue. The houses which the L.C.C. are demolishing in the East End have very cramped conditions and small backyards. In marked contrast, the new housing areas have open spaces and the dwellings have as much light as possible.

At the meeting of the London County Council last week approval was given for the Housing Committee to go ahead with a further step in the Council's slum-clearance programme, In Stepney, the Council will acquire, by compulsory purchase if necessary, two sites in the Jane Street area. One slum area is of 4½ acres and comprises 210 houses, including several which are used as workshops, offices and shops. The other area is on adjoining land of 3⅜ acres, where there are 71 houses, 3 garages, 3 stores, 6 workshops, a synagogue, a warehouse and 2 shops. The cost of acquisition, clearance and partial redevelopment of the site, which is intended for educational purposes, as well as a health centre and an open space, will be £138,000. About 392 families will be displaced. Many of the people who are being displaced by the slum-clearance programme in Stepney are being rehoused in fine new estates in other parts of the borough.

A POLISH PILOT FLIES HIS MIG JET FIGHTER TO DENMARK: Danish officers inspect the fighter, one of the latest variations of the Russian MiG-15 type, which crash-landed at Roenne airport, on Bornholm, a Danish island in the Baltic. The pilot asked for political asylum in Denmark. He is the third Polish Air Force pilot to do so in three years.

Another Polish fighter-pilot has crash-landed his jet fighter on the Danish island of Bornholm, in the Baltic. He is the third to do so since 1953. Flight-Lieutenant Zygmond Goscilliak brought his Russian-built MiG-15 down at the civil airport at Roenne, the biggest town on Bornholm, asked to be handed over to the Danish authorities, and sought political asylum. He explained that his plane was one of a flight based on Poznan which was on an exercise. Eluding the rest of his flight and dropping his wing fuel tanks to obtain extra speed, he made for Bornholm, only sixty miles from the Polish coast, and reached there twenty minutes later. At first, he circled the airport at Roenne, unwilling to risk a landing on the grass surface of the uncompleted runway, but eventually touched down. The wheels were not fully down when the aircraft landed, so that it came down on its belly. A wing-tip was damaged in braking. On getting out, the pilot addressed the airport staff in fluent German, complaining that, according to his Polish map, Roenne airport should have had a concrete runway, and that he had had difficulty in avoiding contractors' apparatus in landing. Later, Flight-Lieutenant Goscilliak was taken to Copenhagen for questioning by police, and his aircraft was stripped down for transport to the capital. In Copenhagen, it was examined by Air Force experts and found to be one of the latest types of MiG-15.

THE RESULT OF A CRASH-LANDING: Earth and grass were rammed into the jet intake of the MiG as it ran for half a mile along a grass runway. The undercarriage failed to operate, and the plane was slightly damaged.

Pilots East and West

Another Polish Air Force Pilot Lands on Bornholm; the West German Air Force Receives Jet Aircraft; Czech Flyers go West

A JET AIRCRAFT FOR THE NEW LUFTWAFFE: The West German Air Force takes delivery of a Lockheed T-33 Shooting Star two-seater trainer at its base at Fürstenfeldbrück, Bavaria. The familiar German Iron Cross emblem of two World Wars reappears on the fuselage. From left to right are 1st Lieutenant Ravella, an American Air Force instructor; Lieut.-General Kammhuber, the commanding officer of the German Air Force, and (in plain clothes) Herr Blank, West German Defence Minister. At the ceremony of handing over the plane, ten German jet pilots, American-trained, received their diplomas from Herr Blank.

A CZECH AIRCRAFT CARRIES REFUGEES TO THE WEST: In this Zlin 126 training aircraft, two young Czechs seeking political asylum landed at Pleinting, near Passau, in Bavaria, after fleeing from Czechoslovakia. They stole the plane from a civilian airfield at Wischau. *On left*—Lieutenant Vladimir Vrzal, twenty-two, of the Czechoslovak Air Force, and Ludovic Sevela, twenty-four (left), are cheerful after their flight to the West. They said that they wanted to escape the Communist regime and the "terrible economic conditions" in their own country.

THE CROWDED HIGH STREET AT OXFORD: Vehicles crowd the main thoroughfare of the University city. The Minister of Housing and Local Government has decided the only feasible way to relieve this congestion is by building an inner by-pass through Christ Church Meadow.

MAGDALEN BRIDGE: Traffic streams across it to and from the High Street, which ends below Magdalen Tower in the background. Under Oxford's new inner road scheme the bridge would be closed to all motor vehicles.

THREATENED BY THE NEW ROAD: The new inner by-pass would start at the Plain, on the east side of Magdalen Bridge, and cut through these playing-fields of Magdalen College School. Some of the school buildings might also be affected. The Master has protested most strongly against the scheme, which, he declares, would leave the school "seriously, if not fatally, mutilated, physically and spiritually."

On right—

THE SITE FOR A BRIDGE: The punt making its leisurely way along the Cherwell is near the point over which a bridge would have to be built to carry the new road into Christ Church Meadow. The price of the sacrifice of this tranquillity could be the salvation of the High Street of Oxford.

On right—

IN CHRIST CHURCH MEADOW: Magnificent trees arch themselves over Broad Walk, which runs from the south of Christ Church to the Cherwell. Through the Meadow beyond the palings the new inner by-pass would be built.

OXFORD'S NEW ROAD

The Plan for a By-pass Through Christ Church Meadow has Raised a Great Controversy

WHEN Mr. Duncan Sandys, the Minister of Housing and Local Government, took up his pen a fortnight ago and signed a letter to the City Council of Oxford, he did an extremely bold action. For he was offering a final solution to a problem which has increasingly agitated both Town and Gown of the University city through the last four decades. In effect, the Minister directed the City Fathers to accept a proposal for constructing an inner by-pass from Magdalen Bridge though Christ Church Meadow and St. Ebbe's to Beaumont Street and St. Giles,' as the "only feasible" means of solving the congestion in central Oxford.

To appreciate the measure of Mr. Sandys' courage, one must understand the background of what now appears to be a controversy of national importance.

The oldest living generation of Oxford graduates can remember the days when weeds grew in the High and there were dark forebodings regarding the number of bicycles to be observed in this thoroughfare. The advent of the internal combustion engine, and even the first signs of the Morris industrial empire near the city, naturally made little impact on a centre largely devoted to classical learning and tending to think of travel in terms of horses and chariots and parasangs and stades.

It was around 1919, after the end of the First World War, that the more prescient in Oxford began to be aware of the possibility of a traffic problem. The far-sighted suggested that all motors should be banned from the centre of the city. In the years between the wars, there was plenty of bewailing the effects of motors upon University morale. Old men returning to the fastness of their country residences from a Gaudy or a Fellows' meeting would deplore the consequences to undergraduate health and concentration of the rumble of buses and lorries along the High, St. Aldate's and St. Giles'. They were agitated but could suggest few practical solutions, and, in fact, when challenged were unable to show that the members of the colleges most concerned were failing in academic honours. (Possibly those obtaining them lived in back quads; research is silent on this point.) One important step was taken—that of constructing the by-passes to the north of the city,

(*Continued on following page*)

PEACE · WHICH MAY BE DISTURBED: The Meadow Buildings of Christ Church look out on to the Meadow. The road which would relieve traffic congestion in High Street and central Oxford would cut through the centre foreground of this picture.

On left—

CROSSING ST. ALDATE'S STREET: Rose Place, well to the south of Pembroke College, would be the point at which the road would cross St. Aldate's and then turn north into St. Ebbe's. Eventually the by-pass would come out near Beaumont Street and St. Giles' Street.

Below—

A NECESSARY SACRIFICE ? : The Memorial Gardens, between Christ Church and St. Catherine's College, would probably have to disappear so that the road can reach St. Aldate's Street.

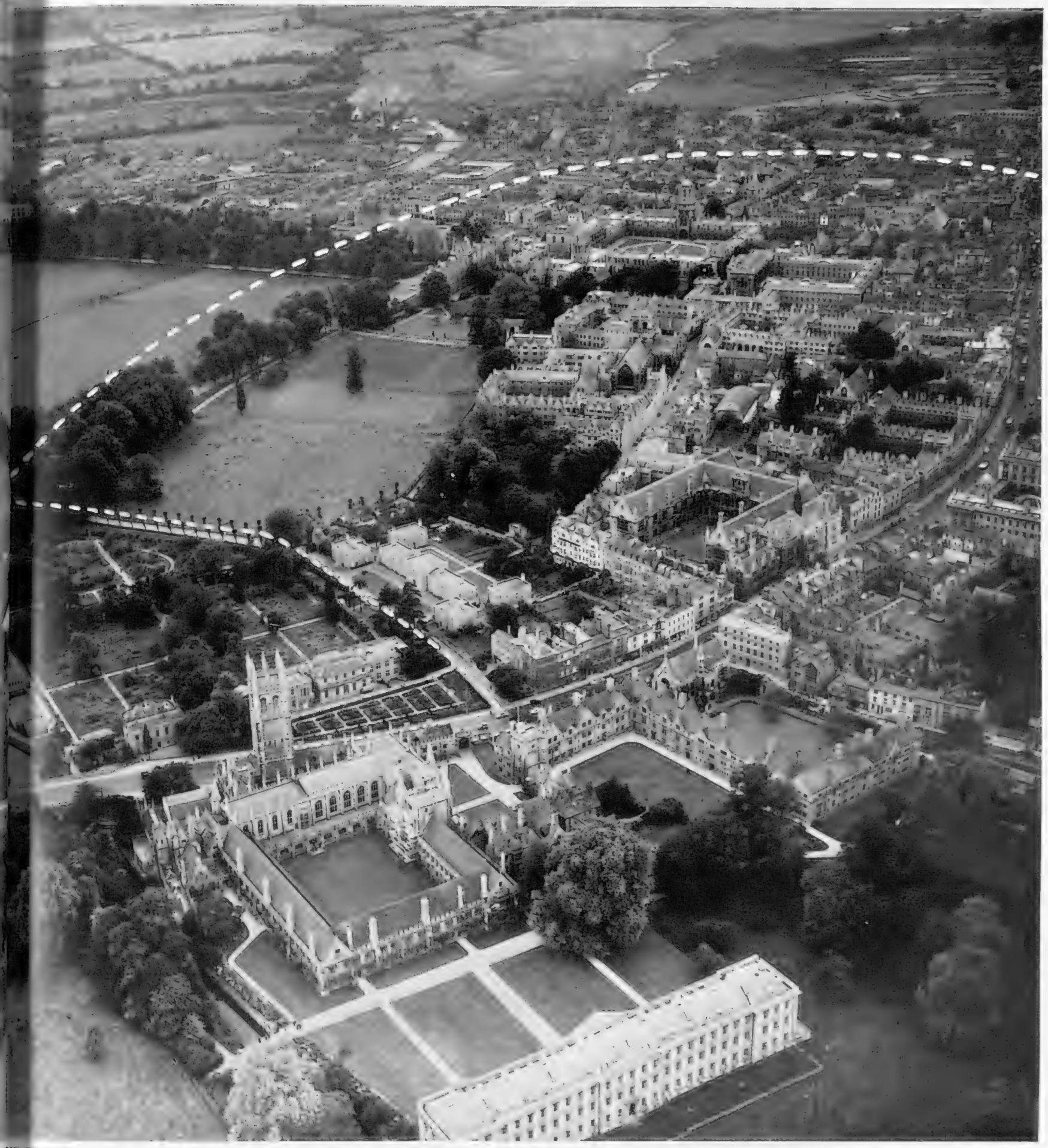
OXFORD'S NEW ROA

(*Continued from previous page*)

which eventually drew off the bulk of the traffic to and from London by way of Oxford to the West.

During the last war the University was lost in the m of a vast industrial and military centre. After th Carfax continued to be one of the worst traffic bl the country, and it was realised that the structure o historic buildings was being seriously affected. discovered, too, that much of the traffic was "inte that is to say, travelling between points inside the perimeter. It was not "through" traffic. Universi civic authorities were agreed on the principle that som must be done. But on how it was to be done ther soon a great division of opinion.

There were numerous plans. One devised a "M Mall" and a road through Christ Church Mea Another proposed a by-pass through the Parks. Th produced uproar from the colleges concerned and second brought in the scientists, who claimed that instruments would be upset as the Parks route would near the University laboratories.



HE PROJECTED ROUTE OF THE NEW ROAD AND PART OF THE UNIVERSITY IT WOULD PRESERVE FROM HEAVY TRAFFIC: The long dotted line from left to right shows how the road would start before Magdalen Bridge, cross the Cherwell, run parallel to Broad Walk, and then, in the centre right background, intersect St. Aldate's below Christ Church, and proceed through St. Ebbe's to New Inn Hall Street. The line projecting at right angles is along Rose Lane and its proposed extension, which would be a link between the by-pass and the east end of the High Street. In the left foreground Magdalen Bridge would be closed to motor traffic. Thus the colleges on the High Street, which runs up to the right, would benefit. These colleges are, on this side, Magdalen with its tower in the centre foreground, and to the right, St. Edmund Hall, and Queen's. On the far side, from the centre right, are the Examination Schools, University and Oriel.

A year ago Mr. Sandys, a son of Magdalen, showed his reat courage. He went to Oxford and talked with the ity Council. The result was the so-called " Lamb and lag " scheme. This planned a road from Headington rough the north section of the city, which would come to St. Giles' by demolishing the public-house, the Lamb nd Flag. To the south, Cowley Road was to join t. Aldate's by means of a bridge over the Isis.

The Lamb and Flag scheme was sponsored by the ity Council. It was turned down by a huge majority by ne Congregation of the University, which declared that o inner road should be built until all possibilities of uter by-passes had been exhausted. But in the debate n the project it transpired that there were some in the Jniversity who were determined to " save the High " at ll costs. They argued that, if an inner road had to be uilt, it should go through Christ Church Meadow. To eneral surprise, their views were carried in Congregation y a majority of nineteen votes.

The din—if such a word can be applied to dons—would have been enough to daunt a lesser man than Mr. Sandys. But perhaps he realised that he alone was the one man with sufficient power to break the Oxford impasse and enforce action. At all events, two weeks ago he wrote his letter to the Oxford Town Council.

In the document he rejected the Lamb and Flag scheme. He said he had decided that " the only feasible solution " for relieving the traffic congestion in Oxford was for a new inner by-pass road to be constructed through Christ Church Meadow. In this way the traffic would avoid High Street and by-pass the heart of the University.

The Minister's decision has fanned the flames of the controversy to an extreme heat. Denunciations have thundered against the plan as " ruining a cherished amenity." Pictures have been conjured of a nightmare highway roaring along the side of the Isis. Opponents claim that Christ Church is " absolutely opposed " to it. (Yet the Prime Minister and four of his Cabinet colleagues were at the House and presumably agree with Mr. Sandys' views.) There is talk of resistance by all legal and constitutional means. (Outside the Cabinet, Christ Church has over thirty M.P.s and a good representation in the Lords.) But the by-pass also has its supporters.

Probably the majority opinion supports the Minister, simply because the Meadow Road seems the only practicable possibility. There is no reason to suppose that measures cannot be taken to prevent the by-pass becoming an eyesore. An alternative suggestion which has a body of support is that the road should be a tunnel. Ideally, few will object. But presumably Mr. Sandys and his experts have examined this and turned it down on grounds of expense and perhaps technical difficulties. Perhaps something could be done about sinking the level of the road, at least in its most disputed area.

However, one point is clear. If the High and other Oxford amenities are to be saved, the time has come for action. After forty years of talk, Mr. Sandys' project appears the most sensible form that action can take.

CHARGED WITH ATTACKS ON POLICE H.Q. AND WITH MURDER: Nine young Poles sit between guards in one of two courts at Poznan, in Poland. They are accused of attacking a gaol and the Security Police headquarters during the "bread and freedom" riots of last June. *On right*—Josef Foltynowicz, aged twenty, stands behind counsel to give evidence in the second court. With two other youths he is charged with the murder of a corporal of the Security Police. These are the first of the mass trials of those arrested as a result of the riots in which fifty-three people were killed and hundreds wounded.

Mass Trials in Poznan

The First of Many Cases for Offences in the "Bread and Freedom" Riots

When violence broke out on a large scale in Poznan last June, there were widespread reports of a popular uprising against the Communist domination of Poland. In the disorders, which rapidly became known as the "bread and freedom" riots, fifty-three people were said to have been killed and hundreds wounded. After the outbreak some 300 were arrested. Of these 146 were later released but 154 were held for trial.

The proceedings against the first batches of the accused opened before two courts in Poznan last week. In one, three Polish youths were charged with the murder of a corporal of the Security Police. In the other nine young men were accused of attacking a prison and the Security Police hadquarters.

The three facing the murder charge were defended by six eminent Polish barristers. To both trials journalists, photographers and foreign lawyers and diplomatic attaches were admitted. Mr. Elwyn Jones, Q.C., M.P., was one of three legal observers invited from the West by the Polish Lawyers' Association.

In the first days of both hearings it seemed that the prosecution had little intention of pressing accusations that the rioters were incited by anti-Communist propaganda from the West. Nor were any attempts made to suppress evidence that demonstrators had shouted in June for "bread and living wages," "free elections and a free Poland," and "away with the Russians."

Some observers believe that the State may confine itself to trying to show that the accused of Poznan are guilty of offence in the normally accepted criminal sense of the word. But it seems certain that the proceedings will last for many days before the verdict is given on the last of the accused in these mass trials, and that from the evidence will emerge a real picture of Poland.

On right—

THE CASE FOR THE PROSECUTION: One of the Public Prosecutors speaks from the left background by the Judges' bench, in opening against the nine defendants, sitting below the window, who are alleged to have attacked the police H.Q.

The Bolshoi Ballet Comes to London

After much Doubt the Russian Company Flies in for its Scheduled Season at Covent Garden

THE SCENERY IS SHIFTED FROM THE SURREY COMMERCIAL DOCKS: After a delay of two weeks it is loaded aboard lorries for removal to the Royal Opera House. Permission to move the 80 tons of scenery was given by the Russian Embassy.

COSTUMES FOR THE BALLET COMPANY: They are being unloaded at Covent Garden, where all those concerned worked with the utmost speed to prepare the theatre for the opening of the season which was scheduled for last Wednesday.

GREETINGS AT LONDON AIRPORT: Mr. David Webster (centre), general administrator of the Royal Opera House, welcomes Yuri Fayer, musical director and conductor of Moscow's Bolshoi Theatre, on his arrival by air from Russia for the company's scheduled season at Covent Garden. On the left is Madame Alla Tsabel, ballet mistress of the Bolshoi. Yuri Fayer and Madame Tsabel were members of the advance party which arrived last Saturday.

A SUNDAY REHEARSAL AT COVENT GARDEN: Mr. Fayer conducts the Covent Garden Orchestra of eighty-five players during a three-hour rehearsal of the music for *Romeo and Juliet*. Mr. Fayer was introduced to the members of the orchestra by Mr. Webster.

THE SCENERY IS TAKEN THROUGH THE SCENE DOCK: As the scenery was shifted to the Opera House last Sunday the roads in the vicinity were exceptionally clear of the usual traffic surrounding Covent Garden. This greatly assisted the move and all crates were inside by night time.

After much doubt and speculation owing to the Nina Ponomareva affair, which was the cause of the cancellation of the Anglo-Russian Athletic Games, it was announced at the end of last week that the visit of Moscow's Bolshoi Ballet was to take place as arranged. The Soviet Ministry of Culture, which made the announcement, said the decision to allow the visit was in response to many appeals from Britain to the Ministry, the Bolshoi Theatre and individual artists. An advance party soon left Moscow by air and arrived last Saturday to make arrangements for the opening, which was scheduled for the following Wednesday. Among the party were Mr. Yuri Fayer, the company's musical director; Mr. Rozhdestvensky, a conductor; Madame Tsabel, the ballet mistress, and technicians. After being greeted by Mr. David Webster, general administrator at Covent Garden, they left for the Opera House to prepare for the opening performance of *Romeo and Juliet*. Meanwhile the company's scenery, which had been held up at the Surrey Commercial Docks, was moved to the theatre, and by Sunday night all the crates were inside the Royal Opera House. Work which normally would have taken about a week was accomplished in a matter of hours. Mr. Fayer took the Covent Garden Orchestra through a rehearsal on Sunday while London awaited the arrival of the main party, including Ulanova, the prima ballerina, on Monday.

INNOVATIONS FOR 1957

The Singer Gazelle; Standard Possibilities; the Berkeley Sports Car; Two-pedal Control Systems; a New Rover Gas-Turbine Car; Booming Jaguar Production

By "THE SPHERE" MOTORING CORRESPONDENT

AN interesting first result of the merger of the Singer Company with the Rootes Group nine months ago is the announcement of the first unitary-construction Singer model—the Gazelle. This attractive 1½-litre four-seater, available as a saloon or convertible, fits neatly into the Rootes range. The saloon costs £598 (increased by purchase tax to £898 7s.). So as far as price is concerned the Gazelle skips into place between the de luxe Hillman Minx (£773) and the Humber Hawk (£976).

As far as small family cars go, the Gazelle is a luxury model. The walnut panels on facia and doors impart an elegant touch, and standard equipment includes courtesy lights operated by the opening of the doors, twin windtone horns, screen-washers, rimfinishers and wrap-round bumpers. Bucket seats are available for a small extra charge.

A NEW SINGER FROM ROOTES: The Singer Gazelle is the first new model of this old and honoured name to appear since the Singer-Rootes merger. The vertical radiator grille is distinctive and the engine is the long-tried 1½-litre Singer single o.h.c. unit.

Although the Gazelle uses certain of the Minx body pressings, the designers have succeeded in giving the new Singer a distinctive appearance, particularly at the front end, where there is a vertical radiator grille. The well-tried 1½-litre Singer engine, with overhead camshaft, has been retained. The unit has been further developed, and with a compression ratio of 7·5 to 1 it develops 52·5 b.h.p. at 4,500 r.p.m. It gives a top speed of more than 80 miles an hour.

The Rootes Group have also announced modifications to their Sunbeam Rapier to increase the power output. The 4-cylinder 1,390-cc. engine now has all the refinements introduced on the Rapiers specially prepared for the tough Mille Miglia, in which they came first and second in their class.

These include two carburettors instead of one and redesigned inlet and exhaust manifolds. The lively little engine now develops 67·5 b.h.p.—an increase of ten. This is a sound move. I have driven the Rapier for thousands of miles and I always thought it was a car whose road-holding, steering and general controllability entitled it to a little more power. The Rapier will now have even greater appeal in foreign markets, where motorists never like to be overtaken.

We are now right in the middle of the Motor Show season. The once-every-two-years Commercial Show has come and gone, the Paris Salon opened on Thursday and our own Show at Earls Court begins on October 17. The London Show should be extremely interesting, even though there may not be very many excitingly new models. There was a chance, apparently, of an experimental Standard Vanguard making a tentative appearance with the Harry Ferguson transmission, but this will not now come until later.

But the very news that the Standard Company are actively interested in the Ferguson system is of great technical importance. The question is: How much of the so-called Ferguson system is likely to be adopted by Standards?

My information is that for a start, at any rate, it will be just the torque converter, which is said to be a masterpiece of simplicity. I wonder when Mr. Ferguson is coming out into the open with full details of his "system"?

When he does, there are going to be quite a few laughs over the wide-of-the-mark speculations made in many quarters. My own guess—will it also produce a laugh, I wonder?—is that apart from the torque converter the full "system" comprises four-wheel drive, disc-type transmission brakes, independent springing of all four wheels by the swinging-arm method, an ingenious chassis layout—and the use of a rear-placed engine whenever possible. Well, we shall see.

Another interesting development in automobile engineering which unfortunately will not be seen at the Motor Show is the little Berkeley two-seater sports car designed by Mr. Lawrence Bond. This plastic-bodied lightweight, powered by a small Anzani twin-cylinder two-stroke engine and with front-wheel drive, is being built by Mr. Charles Panter in his caravan factory at Biggleswade, Bedfordshire.

He is aiming at a production of fifty a week by the end of the year; and he tells me he could easily double that rate if the demand requires it. My bet is that it will, for here is a most attractive little car which breaks new ground and which sells for £575, including tax. With a top speed of about 65 m.p.h. and a claimed fuel economy of 60 miles to the gallon, the Berkeley should make a big appeal to young people of both sexes who like open-air motoring in a car which does not cost too much to buy or run and who like to cut a bit of a dash.

The Berkeley will make an ideal "second" car for families in which teen-agers are trying to persuade dad to buy them a jalopy of some kind; for dad will not be blind to the possibilities of using the little 'un himself to nip along to the golf-club instead of bringing out the Rolls, the Rover or the Sheerline. Mum, too, would find the Berkeley easy to park while doing the shopping.

Messrs. Bond and Panter have plans for offering the Berkeley with a 500-cc. engine some time next year when production is well under way. Good luck to them.

Going from the sublime to the you-know-what, let us turn for a moment to the Paris Salon. I am writing before it opened, so I am still looking forward to details of the car with which the Swiss are—according to persistent reports—about to invade motoring markets.

Among the British exhibits one of the most interesting is the new Aston Martin Superleggera model—a DB2-4 chassis with a two-seater roadster or "Spyder" body by Carrosserie Touring, of Milan. In producing this striking hybrid, Mr. David Brown has his eye primarily on the export market, though it will also be available in Britain—at a price!

As I have said before, the biggest single technical feature of our own Motor Show will be the use of two-pedal control on small British cars. For their Super Ten the Standard Company have adopted the Newton system of dispensing with the clutch pedal. The British Motor Corporation have pinned their faith to the Lockheed Manumatic device, as used on the Armstrong Siddeley Sapphire 236.

Both systems can be regarded as semi-automatic gear-change devices. In both systems the gear-lever is retained. As soon as the driver grasps the lever to change gear he operates an electric switch which immediately disengages a centrifugal clutch while the lever is selecting another ratio.

As the car slows to a halt with engine revolutions dying down, the centrifugal action of the clutch causes it to disengage itself. Similarly, the clutch takes up the drive as the car is accelerated away from stationary and the revs build up. It is the same idea used in the Ferlec clutch fitted as an optional extra on the little French Renaults.

Yet another two-pedal system is the Autoselectric device developed by Smiths Motor Accessories from American patents, though at this moment I have not heard of any cars to which the system is being fitted for the Show. It uses magnetic powder to feed the engine power into the gear-box in place of the orthodox plate clutch. This powder is "frozen" by an electric charge to form a power bridge between the input and output members of the clutch unit.

The Rover Company, of Solihull, did not wait until the Motor Show to spring their big surprise. They have already announced their latest turbocar—the Rover T3, with which they claim to have put Britain ahead in the development of turbine-engined cars.

The T3 is a two-seater coupé with a plastic body and the engine at the back.

The Rover Company has made it clear that it is purely an experimental model. "There are several problems yet to be solved," they state, "and after that a thorough programme of testing must be carried through. Possible production is still a long way off."

All the same, the T3 is a big step forward. The turbine engine incorporates a heat exchanger which helps to offset the natural fuel "thirst" of gas turbines.

This device takes the exhaust gases and uses them to pre-heat the air fed into the combustion chambers. So, in tests, the Rover T3 has given 13·8 m.p.g. at 40 m.p.h., 14·3 at 60 m.p.h. and 12·8 at 80.

A GAS-TURBINE CAR FOR EVERYMAN? This new experimental Rover, the T3, is an important step forward in the design of a production gas-turbine car. A high-performance plastic-bodied two-seater coupé, it will be on display at this year's Motor Show at Earls Court.

THE BERKELEY SPORTS CAR: An economical small sports car also with plastic body, the Berkeley is made by the well-known caravan manufacturers. It returns 55-60 m.p.g. and costs a total of £575. The engine is an Anzani two-stroke twin.

Congratulations to Sir William Lyons and Jaguar Cars on setting up a new production record in their financial year which ended on July 31. That is a fine achievement at a time when the industry as a whole was beginning to feel the effect of mounting foreign competition and the paralysing action of the credit squeeze and other domestic restrictions. The Jaguar output for the period under review was 25 per cent. higher than in any previous year in the firm's history.

The Automobile Association has brought out a new and greatly improved edition of its *Road Book of Ireland*, which last appeared before the war. Inside the book's green covers are more than 300 pages crammed with information for the motorist who either lives in Eire or is taking his car there on business or pleasure. The gazetteer contains information about 3,000 towns and villages.

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Dream Cars and Goddesses

The Buick Centurion; A Poor Man's Racing Car; Citroen's "Déesse"; the Volkswagen Acquires Elegance

THIS AMERICAN "DREAM CAR" INCORPORATES A TELEVISION SET: The Buick Centurion, an experimental car-of-the-future, is equipped with a complete closed-circuit television system. A television camera, seen in the centre of the car's stern, above the pointed tail, relays an image of whatever is approaching on the road behind to the oval television screen on the facia panel. The apparatus is housed in the boot. There are controls for regulating contrast and brightness. On a dull day, the camera can "see" farther than the eye, and its use cuts down eye-strain. Glare at night from following headlamps is eliminated. A conventional "mirror"-like image is thrown on the screen, instead of a "television-screen" image. The car will be on show at Earls Court, where people standing in front of the camera will be able to see themselves in the viewing screen. From time to time TV films taken from the moving car will be projected on to the screen to show how the device operates in practice. Buick do not intend installing the device in any production car in the near future.

LONG AND LOW: The lines of the Buick Centurion are attractive in the modern manner. A four-seater coupé with a transparent top, this experimental car is powered by a V8 engine of 325 brake-horse-power, and has Dynaflow automatic transmission.

A POOR MAN'S RACING CAR: Mr. Fred McArdell, the designer and builder of this tiny rear-engined 250-cc. racing car, drives his "baby" at speed during tests in Yorkshire. Mr. McArdell, a Leeds engineer, constructed the car at a cost of less than £150.

MOTOR-RACING FOR THE MILLION? The cockpit of Mr. McArdell's car is so small that the steering-wheel must be removed before the driver can get in. The builder in the seat receives the detachable wheel from a colleague. This car is capable of 80 m.p.h. and 65 m.p.g.

THE "GODDESS" AT EARLS COURT: The controls of the Citroen D.S.19 ("Déesse"), are simple and functional. The steering-wheel has a single spoke, and there is no clutch pedal. This 2-litre car is full of advanced features which disregard current automobile practice. It is notable for its extensive use of hydraulic power, which controls suspension, steering, brakes, gear-change and clutch from a common system. The front brakes are of the latest disc type. *On left*—The somewhat controversial lines of the D.S.19 are designed with an eye to aerodynamic efficiency.

A WORLD-BEATER IN A NEW GUISE: The phenomenally popular Volkswagen from Germany will appear at Earls Court with this sports coupé body designed by Ghia, of Italy, and built by Karmann, of Osnabrück. The engine is the standard Volkswagen power unit. In this body, it gives a cruising speed of over 70 m.p.h., and over 38 m.p.g. The total price is £1,216 7s. *On right*—A front view of the Karmann-Ghia-Volkswagen. The basic design of the Volkswagen is more than 20 years old, but it is still one of the most efficient and practical in the world. The normal VW saloon will also be shown at Earl's Court.

The World of Books—By VERNON FANE

MEMOIRS OF REMARKABLE WOMEN

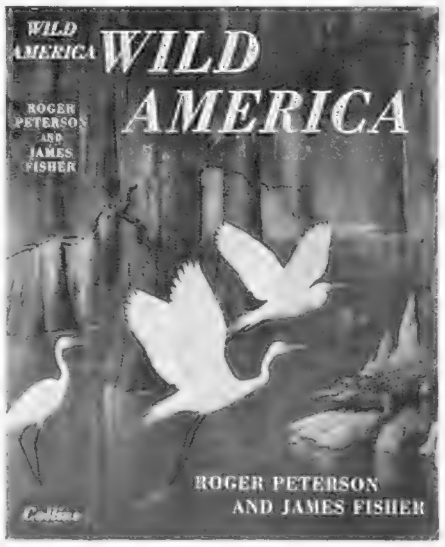
The Duchess of Windsor's Story ; Lady Barnett and Mrs. Robert Henry ; An Exceptional Russian ; Diplomatic Life in the Vatican ; An American Prize-winning Novel

FIVE women, remarkable for their position in history, for their own attainments, for their romantic loves, or simply for the intensity of their perceptions or their driving force, are the subjects of this week's first biographies and autobiographies. THE HEART HAS ITS REASONS (Michael Joseph. 30s.) is a volume of memoirs by the Duchess of Windsor, which she calls "the story of an ordinary life that became extraordinary." The Duchess writes with an intention of candour and certainly very readably. With the sensational material that she has to draw on, it would be hard to do anything else, and the photographs, many of them snapshots, which illustrate the book, confirm its mood of unpretentious frankness.

MY LIFE LINE (Hutchinson. 18s.) is an autobiography as different as could be wished—or imagined—from the one above. Lady Barnett, its author, is a figure in the world of television, in which she is known far and wide as a bright and attractive player of the game "What's My Line?" *My Life Line* therefore must have seemed a ready-made title for her. These reminiscences include a childhood in Scotland, training and graduation as a doctor of medicine, a happy marriage, a spell as mayoress, the opening of innumerable bazaars and, finally, a combination of life at home, away and with the B.B.C. Her book is rather like what I am told of her TV personality: straightforward, sensible and not without humour.

Mrs. Robert Henrey is a small phenomenon in her own right, if it is only because she makes very attractive bricks with the minimum of straw. Her books of memoirs may cover her French childhood or her London existence of the moment, may dwell on her Normandy farm or her London milliner, but there is absolutely nothing sensational about them, nothing, one might think on dissecting them, even of acute interest. The miracle is that she makes all her doings and all her to-ings and fro-ings very interesting indeed, and not only to female readers. THIS FEMININE WORLD (Dent. 18s.) follows the pattern which Mrs. Henrey has designed with care and success.

NILA (Gollancz. 18s.) provides yet another switch that takes the reader thousands of miles away in space, if not in time, and even more miles away in emotional and intellectual climate. This is a book about an exceptional Russian woman, now married to the American newspaperman, Robert Magidoff, who on every plane of life appears to be a law unto herself. To read this book, which is her story as told to Mrs. Willie Snow Ethridge, is to believe that Nila invented vitality and took a major portion for herself, leaving the rest of us to struggle along on what was left.



AMERICA FOR NATURALISTS: The jacket is of the book *Wild America*, by the American naturalist Roger Peterson and his British colleague James Fisher (Collins 30s.). It is a record of their 30,000-mile journey in the wildest parts of North America, during which they saw, among other things, 601 species of birds. The jacket and black-and-white illustrations are by Mr. Peterson.

THREE WHITE VEILS FOR ALESSANDRA (Longmans. 18s.) is a biography of a turbulent Italian beauty, the Marchesa di Rudini, who for some time was the great love of Gabriele d'Annunzio, and who vied with him in extravagance, in exigence and in a fanatic love for horses, for speed and for general flamboyance. Eventually she became a member of the Carmelite Order and died in 1931, having used her energy, her immense wealth and her new devotion to her faith to further the establishment of at least three new convents. Lucy Napoli Prario's book, which has been translated by Mr. George Lamb, gives a vivid impression of this extraordinary being who ignored compromise as wholeheartedly as she discarded the other conventions of the turn of the century.

It seems a pity that she lived too late to know Byron, for he was another poet who might have appreciated her all-or-nothing nature and her rebellion against a world that she had not shaped. A new biography of LORD BYRON (Cassell. 21s.) has been written by Eileen Bigland. If it contributes nothing particularly new to the facts or legend, it is at least a fresh tribute to him and, more significantly, a reminder of the living quality of Byron's memory.

In the introduction to his book, VATICAN ASSIGNMENT (Heinemann. 21s.), Sir Alec Randall writes that in all humility he offers this addition to the approximately 230,000 books that have already been written about Rome. His own work has a specialised aspect, however, for Sir Alec has known Rome well for more than thirty years and for five of these served as a diplomat in the Legation to the Holy See. His book gives what is probably the first authoritative account of the relations between Great Britain and the Vatican, and for that reason, as well as for the lucidity of its writing and its reasoning, it is of real value.

This country has often been blessed in its administrators, and of these Lord Lugard was one of the most distinguished. In an impressive volume of 750 pages, Miss Margery Perham, who was a friend of his during the last decades of his life, has written of the first part of his career. LUGARD (Collins. 42s.) has been sub-titled *The Years of Adventure* and the period covered is from 1858 to 1898; that is, from his birth to his emergence as one of the protagonists of the British Empire in Africa. It is a masterly work.

B.I. CENTENARY (Collins. 21s.) begins at almost the same date but continues into our own days. I must confess, I was surprised to find it such absorbing reading. Mr. George Blake has given the history of one of our important shipping lines, the British India Steam Navigation Company. Being a novelist, Mr. Blake has been able to clothe the bare frame of his story admirably, sometimes excitingly and always factually.

The next two books have both been written from a searing, personal experience. OUT OF THE CITY OF FEAR (Hodder and Stoughton. 16s.) is Mrs. Scarlett Panufnik's account of eight years in Poland after the war, with her husband, Andrezj Panufnik, the composer and conductor, who received high Communist honours but decided, nevertheless, to follow his wife to England and to freedom in 1954. Moving and extremely revealing in all its implications, even to its luckily happy ending.

THE FORTRESS (Heinemann. 12s. 6d.) is the war diary of Mr. Raleigh Trevelyan, who was a twenty-year-old subaltern when he landed on the Anzio beachhead in 1944 and had never been in action before. It makes wonderful reading.

And now for novels. The first two are American in authorship, although one of them deals with nineteenth-century France. Mr. MacKinlay Kantor has won a literary prize in his own country with ANDERSONVILLE (W. H. Allen. 20s.), a massive tome of 750 pages, guaranteed to satisfy the greediest reader of American Civil War sagas. In spite of its unwieldy length, the continuity is well sustained, and the novel becomes increasingly, even compellingly readable.

KING OF PARIS (Cresset-Gollancz. 16s.), by Guy Endore, has been based on the lives of Alexandre Dumas, father and son. I found this book—part fiction, part straight biography—quite fascinating and great fun.

At least four of this week's crime stories are worth more than a word, beginning with Mr. John W. Vandercook's MURDER IN HAITI (Eyre and Spottiswoode. 10s. 6d.), which has a highly ingenious plot and the welcome leaven of humour. The advertisements, as they say, speak highly of it, and so will I.

THE DIEHARD (Gollancz. 12s. 6d.) has the highly original merit of being not a whodunit but a who'll do it, and has a central character who is significant only as the prospective victim of each member of his family and of his friends. Jean Potts writes about them all with a kind of fascinated distaste which, when you consider it, is quite a feat of objectivity in an author.

BREAKFAST WITH A CORPSE (Michael Joseph. 12s. 6d.) isn't very convincing, but it has the admirably light manner and smooth treatment of Max Murray. It is sad to think that we shall only have one more thriller from this Australian author, who died early this year after finishing two new books.

DEATH AT FLIGHT (Heinemann. 13s. 6d.) has a new kind of setting for a murder story—the East Coast saltings where wildfowlers endure unimaginable discomforts (but not necessarily murder) in order to bag pinkfeet geese or other elusive game. Mr. Colin Willock writes about these marshes and creeks, freezing dawns and icy sunsets, as if he knew all about them and, amazingly, quite enjoyed them. He has also written a first-rate thriller.

RUSSIA TO-DAY

Edward Crankshaw's Excellent New Book on the Soviet Union

Edward Crankshaw is a member of that small and exclusive band of journalists with real knowledge of their subject who set out to interpret the Soviet Union to the West. RUSSIA WITHOUT STALIN (Michael Joseph. 18s.), is his fourth book on the U.S.S.R. and fully maintains the high standards of its predecessors. He has recently paid another visit to the Soviet Union, which means that more than ever this volume is a "must" for all those who try to understand politics, philosophy and society behind the Iron Curtain. The chapter on *Blat* is a fine example of how graft and rackets flourish in Communist as well as Capitalist societies and "Moral Rearmament Without God" makes one appreciate why young Communists can be possessed of an almost truly religious fervour. The book has the sub-title, "The Emerging Pattern." Whenever possible the author tries to trace the future of Communism from present events. But whatever he is considering—individuals, social groups or trends—Mr. Crankshaw is uniformly excellent.

In the years of reconstruction after the Civil War in the United States, when North and South bound up the terrible wounds of conflict, another clash was taking place upon the Western Plains. The white man had set out to subjugate the American Indian. Earnestly as President Grant strove to improve the lot of the Indians, the wilder tribes still remained without the law and the "blessings" of civilisation. Whenever they did meet the white man it was all too often to be swindled by corrupt government contractors or see their territory invaded by lawless men bent on pillage. It was little wonder that the Indians took up arms again and again. In DEATH ON THE PRAIRIE (Fireside Press, Foulsham. 18s.), which will be published on Tuesday, Paul I. Wellman, who was born in the Cherokee Strip and whose grandfather was a missionary to the Cheyenne, tells the story of this terrible struggle for the western plains from the massacre in Minnesota in 1862 to the last strange, savage outburst of 1889-91. Mr. Wellman has written his story superbly well.

No one writes better than Alan Villiers about ships and the sea. His words have the authentic ring that can only come from one who knows the peril of seafaring. Mr. Villiers' latest book, POSTED MISSING (Hodder and Stoughton. 16s.), is an account of ships that have been lost without trace in recent years. He has not only gone to the official records to compile these accounts, but has often attended Courts of Investigation. His inquiries have taken him among the fishermen of Brittany, and the deep-sea sailors of Rotterdam, Amsterdam, Hamburg and Hull. He has spared no pains to get at the facts, and the result is a narrative of much value for all who are interested in the history of the sea. Among the spectacular cases Mr. Villiers deals with are the *Waratah*, the great passenger ship lost in the present century on a seemingly peaceful passage between Durban and Cape Town, and the 20,000-ton battleship *Sao Paulo*, which sank off the Azores, leaving not even a lifebelt to mark her grave.

Here are two books of adventure which, in their different ways, both make a strong appeal. Coralie and Leslie Rees, in WESTWARD FROM COCOS (Harrap. 16s.), describe a journey from Australia to Britain by way of the Cocos Islands, Mauritius, South Africa, Rhodesia, Tanganyika, and Kenya. These two Australians, with a flair for unconventional travel, have "gone walkabout" with a vengeance. Their lively interest in all that they see and hear is communicated in their bright narrative.

GOD'S FOOL (Faber. 18s.) is George Patterson's sequel to his *Tibetan Journey*. His disquisitions on politics and theology help to explain what took him to Tibet. While there is plenty of physical adventure with some magnificent descriptions of mountains and rivers, the emphasis is on Mr. Patterson's beliefs, the driving force of his actions and decisions. This is a controversial book written with the courage of strong conviction.

WAR IN THE AIR, by Gerald Bowman (Evans. 16s.), is based on a series of television films which was produced by the B.B.C. Squadron-Leader Bowman published a weekly appreciation of these films and has elaborated them in this book. It cannot be regarded as a serious contribution to military science, but the chapters on operations in the last war are easy and often instructive reading, and there are many photographs.

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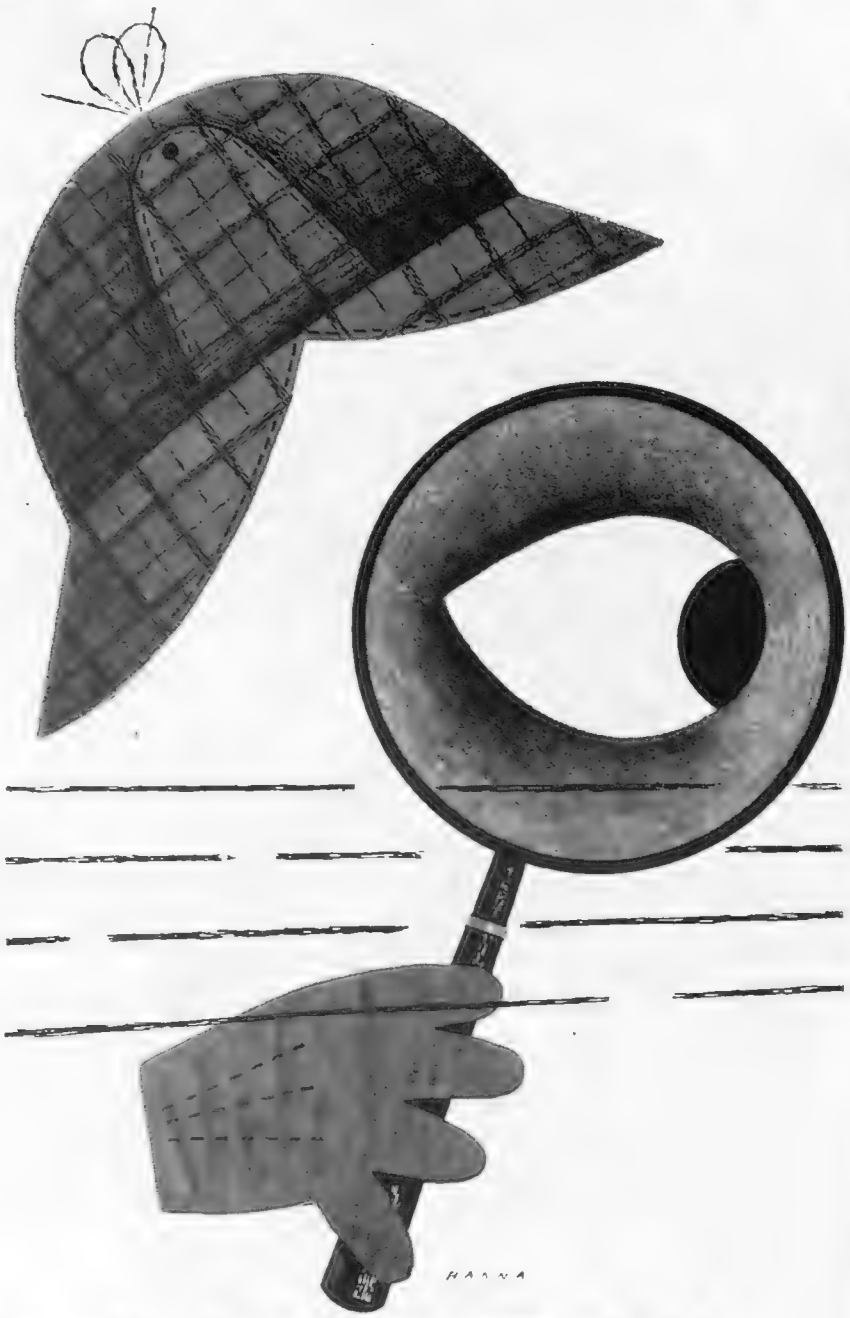

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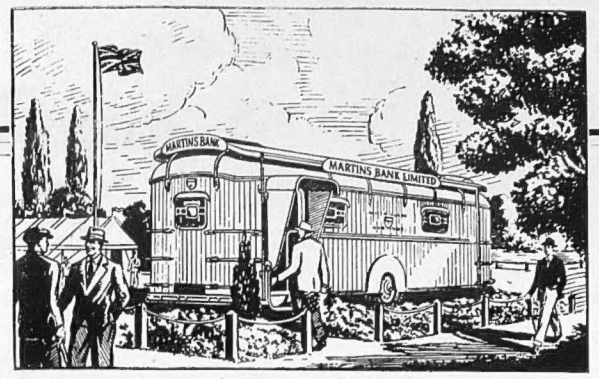
THE NEW CASSINO

The Strikingly Modern Appearance of the New Italian Town which is Rising at the Foot of Monastery Hill

LOOKING DOWN ON THE NEW TOWN OF CASSINO, IN ITALY: This view, taken from the new monastery building of Monte Cassino, shows the vast extent of rebuilding which has taken place during recent years. The greater part of the old town was razed to the ground during one of the longest and bloodiest battles of the war, and the old monastery building was almost completely destroyed. The new town, which stands a short distance from the ruins of the old, presents a strikingly modern appearance. Among the new buildings are several blocks of workers' flats built by the Italian Ministry of Public Works. At Cassino, last Sunday, Field-Marshal Lord Alexander arranged to unveil the Cassino memorial, which commemorates 4,068 officers and men of the Commonwealth armies who fell in the Italian and Sicilian campaigns of the war and have no known graves. Alongside the memorial are the graves of another 4,200 men. Relatives of the men commemorated by the memorial attended the unveiling service their journey to Cassino being organised by the British Legion.

On left—
THE COURTYARD OF THE MONASTERY: The steps lead to the upper courtyard, beyond which is the church. Rebuilding work is now well advanced.

THE NEW MONASTERY OF MONTE CASSINO: Much of the work is now almost complete. Before the actual rebuilding, hundreds of tons of rubble had to be cleared away. The monastery, Mother Abbey of the Benedictine Order, was founded in 529.



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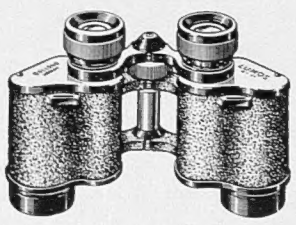

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IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

WESTWARD-BOUND, my wife and I stopped for lunch at The Mitre Inn at Shaftesbury. What an immaculate little place this is, still very personally run by Mrs. Waller and her son. We took our choice from a varied menu of sound English fare, noted the pure white coats and clean hands of the pleasant Dorset maids who waited on us and, between courses, admired the panoramic view across the Blackmore Vale.

About tea-time we found ourselves nearing Exeter. The pity of it is that so many motorists go speeding along, ignorant of the fact that but a bare half-mile off the main road is Gipsy Hill Country Hotel at Pinhoe. Here, whether it is for afternoon tea, a main meal or for a night, they will find friendliness, delicious Devon fare (not forgetting the cream) and French wines, and will never suffer from autumnal or winter shivers. It is indicative of the all-round, country-house hotel excellence of Gipsy Hill that when the Devon Assizes are on, the hotel is closed to the public and becomes the Judge's lodgings. Otherwise the hotel is open all the year round. Country-lovers who seek warm winter quarters will fare well here.

Our objective for the night was Endsleigh, the Devonshire home of the Duke of Bedford. It is situated half-way between Tavistock and Launceston; from the former take the Launceston road for six miles as far as Milton Abbot and just short of the village turn left (Endsleigh is on the signpost)—the entrance lodge gates will be found about half a mile down on the right. Some are attracted to Endsleigh for the salmon and brown and sea-trout fishing, for the Tamar, which runs through the estate for several miles, offers some excellent pools. Others are drawn there in June, when the famous rhododendron and azalea collections are at their best, while October, too, often draws a full house for the autumn tints.

Yet, when all of us have stated our several reasons for revisiting Endsleigh, we should couple our objectives with the kindly, personal interest of Mrs. D. Y. Young, who, as manageress, blends hotel efficiency with country-house party charm. Nor would any of us forget her husband, who, fortuitously, is an accomplished chef and from his white-tiled kitchen provides superb meals. Open from March to the end of October for short-period residence and meals, there is not a month in those eight when one cannot experience a sense of great contentment. Many motorists who call but for a night often stay on for a week or more; like ourselves, they are unable to curb their enthusiasm for the utter peace and tranquillity, the enchanting views of river, wooded hills, lawns, flowers, and the country-house charm in cultured surroundings.

Next time I will continue to relate our recent experiences in Devon.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Ingram House, 195 - 198, Strand, London, W.C.2.

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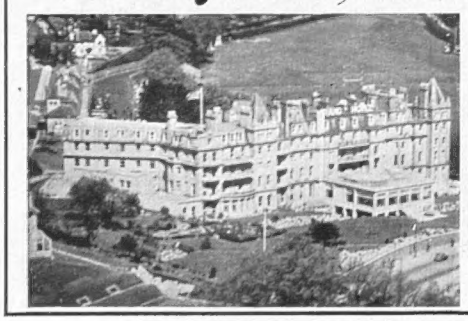

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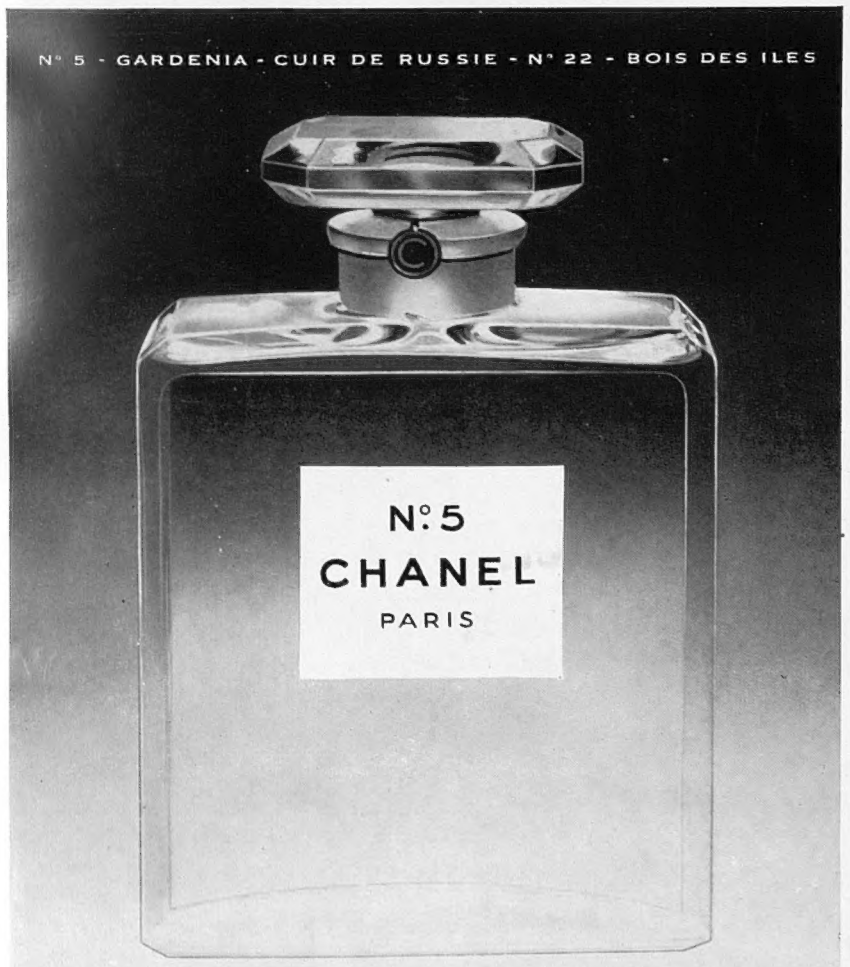

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